

# Latitude 38



VOLUME 227, MAY 1996

WE GO WHERE THE WIND BLOWS

BULK RATE  
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Los Angeles  
CALIFORNIA

# You've Waited All Winter to Use Your Boat... Now Make Sure It's in "Tip Top Shape" "Supercote" and Tune Up at the **NEW Mariner Boat Yard** at Grand Marina

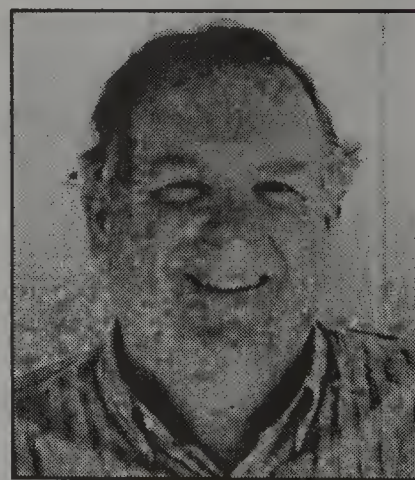
**W**e are proud to announce that in pursuing excellence and to better serve you, Mariner Boat Yard is opening a whole new yard with more space and bigger facilities. Mariner Boat Yard is now at Grand Marina. That's right, everything new in order to serve YOU better.

Mariner Boat Yard believes you are entitled to the absolute best! Here at Mariner, every job is custom and supervised from start to finish by owner-operators.

Make no mistake about it, even though we have one of the highest customer satisfaction ratings of any boat yard, we will serve you even faster and better at our new location.

The new Mariner Boat Yard still features:

- The "Supercote Bottom Job"
- Each job is handled on a custom basis
- Low prices
- Same dependable staff
- Valet Service



Pete Van Inwegen, Manager

*\*I wanna give it away...  
but my wife won't let me!*



## MARINER BOAT YARD

*"Where Service Has Meaning"*

**(510) 521-6100**

**(800) 65-MARINE**

Same old phone number - Same good service

*Located @ the foot of Grand Street, Alameda, California*

# The Pineapple Health Plan

photo: Karen Ramsey



*\*Tulewemia*

Wylie Wabbits are demanding boats. They are long and narrow and light, and the crew is expected to hang on a trapeze wire just to keep the boat on its feet. The thrill of sailing one of these high speed 24-footers is highly contagious.

Mark Harpainter's Wabbit, *Tulewemia*, named for a disease that afflicts only rabbits (sic), has shown a healthy propensity for winning races, placing first in the 4-race Berkeley-MYCO Midwinters and tying for first in last month's SBRA season opener.

Mark's prescription for a successful series was a well-prepared boat, a consistent and talented crew - and a new Pineapple spinnaker to compliment the two-year-old Pineapple main and class jib.

Give yourself the full Pineapple treatment: excellent sails and unfailing service.

DEALER FOR: Musto Foul Weather Gear & Headfoil 2

Sails in need of repair may be dropped off at:  
West Marine Products in Oakland or Stockton  
Svendsen's in Alameda & Seabird Sailing Center in Berkeley  
Bay Riggers in Sausalito



## PINEAPPLE SAILS

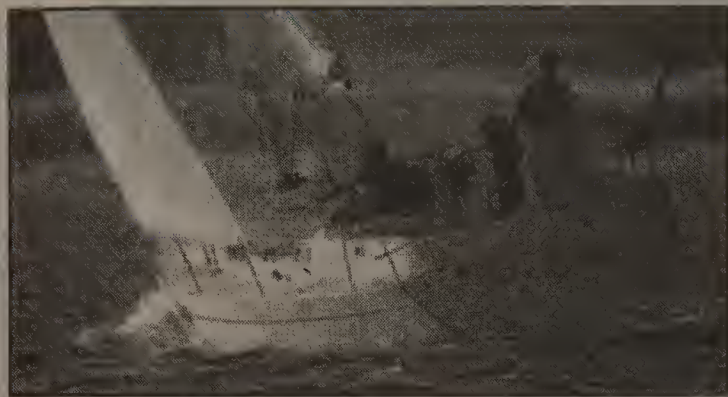
**Phone (510) 444-4321**

**Fax (510) 444-0302**

**123 SECOND STREET, OAKLAND, CALIFORNIA 94607**

\*Powered by Pineapples

## Featured New Boat for April



### BENETEAU 321

#### Featured New Boat for May

The Beneteau 321 is an amazingly big little cruiser. Whether going on the Baja Ha-Ha, local coastal/Bay cruising or around the world, The 321 has the ability of taking you where your heart desires. The 321 has a spacious interior which will comfortably accommodate the whole family. What is also amazing is the price which compares favorably with that of recreational boats built for sheltered waters. This quality yacht has a rich, varnished cherry interior, furling main and genoa and sailaway electronics. A 321 just sailed 4,734 miles from Florida to Chile!

#### BEST BROKERAGE BUYS

##### BENETEAU BROKERAGE

30' BENETEAU FIRST 305, 1985 .....	\$35,900
31' BENETEAU FIRST 310, 1993 .....	58,000
37' BENETEAU FIRST 370, 1991 .....	89,900
39' BENETEAU OCEANIS 390, 1989 ...	Inquire
38' MOORINGS, 1990 .....	69,000
43' MOORINGS, 1988 .....	98,000
50' MOORINGS, 1988 .....	179,000

27' SEA RAY, trade in ..... 21,900

##### SAIL

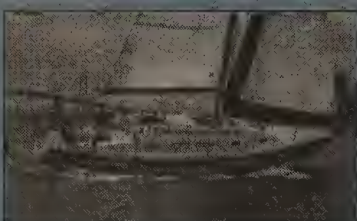
27' CASCADE, 1981 .....	\$19,500
30' CATALINA, 1985 .....	30,000
30' FARALLON, great cruiser, 1976 ....	32,500
30' ANGELMAN, 1957, refit .....	19,500
31' CAL, charter income incl. ....	31,995
32' COLUMBIA, 1976 .....	19,500
34' ERICSON, 1987 .....	74,500
35' HUNTER 35.5, 1991 .....	69,900
35' ISLAND PACKET .....	74,900
36' LANCER, 1975 .....	34,000
36' HUNTER, charter income incl. ....	89,995
38' ISLAND PACKET .....	69,000
41' MORGAN O/J KETCH, 1978 .....	74,500
45' EXPLORER KETCH .....	159,995
52' ALDEN SCHOONER, 1932, restored	75,000



BENETEAU 370 ..... \$89,900



BENETEAU 310 ..... \$58,000



ERICSON 34 ..... \$74,500

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COVER PHOTO: *Latitude 38/Rob*  
*Getting down with the 'Blues', see pages 116-117*  
*for what happened next!*  
Graphic Design: Colleen

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*Latitude 38* welcomes editorial contributions in the form of stories, anecdotes, photographs - anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to *Latitude 38* editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address.

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New Bruce Farr Design

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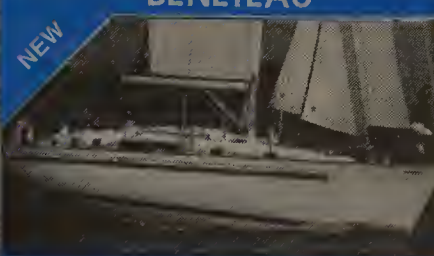
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NEW  
  
**OCEANIS 44 CC**

Bruce Farr Design


**BENETEAU**  
ON DISPLAY  
  
**OCEANIS 400**

Fast Passage Maker

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**ISLAND PACKET**  
BY APPT.  
  
**IP 40**

World Class Cruiser

**BENETEAU**  
ON DISPLAY  
  
**BENETEAU 351**

Elegant Cruiser

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**ISLAND PACKET**  
ON DISPLAY  
  
**IP 37**

Long Range Cruiser

**BENETEAU**  
ON DISPLAY  
  
**FIRST 36s7**

Beautiful, Ultra-Fast

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**BENETEAU**  
BY APPT.  
  
**FIRST 42s7**

Key West Race Winner

## Specialists in Charter Boat Placement

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## SMALL YACHT DIVISION



**30' ISLANDER MKII ..... 16,900**  
Great value, at our dock.



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Solid Cal quality, at our dock.

25' C&C, '74 ..... \$9,500  
25' Lancer, '76, trailer ..... 3,950  
25' Bahama ..... 8,500  
26' Cheoy Lee, '71, diesel ..... 15,000  
27' Ericson ..... 2 from 12,900  
27' O'Doy, '88, diesel ..... 16,900  
28' Pearson ..... 19,000  
29' Cal ..... 15,900  
29' C&C ..... 29,500

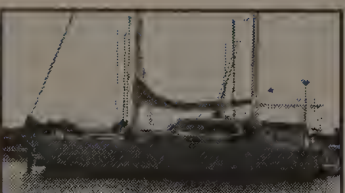
29' Ericson ..... 2 from 9,995  
30' Islander MKII ..... 16,900  
30' Hunter, '76, diesel ..... 15,900  
30' Odyssey, '75, diesel ..... 19,900  
32' Islander ..... 25,000  
34' Formoso center cockpit ..... 29,950  
34' Columbia MK II ..... 17,900  
35' Cheoy Lee, wood ..... 25,000

Most boats located at our dock!

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39' Privilege, '91 ..... 224,900  
39' Fidji, '91 ..... 2 from 148,000  
39' Polynesia, '91 ..... 159,000  
40' Norseman, '92 ..... 190,000  
40' Norseman, '93 ..... 259,000  
40' Brown Trimoran ..... 60,000

42' Lagoon, '92 ..... 229,000  
44' Fountaine Pajot, '91 ..... 199,000  
47' Lagoon, '91 ..... 309,000  
48' Privilege, '89 ..... 129,000  
53' Custom, '85 ..... 169,000  
60' Ollier, '84 ..... 175,000  
72' Royal, '95 ..... 335,000  
75' E.T.E.L. Charter ..... 375,000

**BEST DEAL: 40' Norseman, '93, like new! ..... now \$229,000**

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37' Amozan ..... 137,000  
37' C&C 37+ ..... 95,000  
38' Roberts ..... 120,000  
39' Gib Seo ..... 98,000  
40' Swan ..... 55,000  
42' Abeking & Rasmussen .. 120,000  
43' C&C ..... 119,000  
44' CSY ..... 69,000  
45' Beneteau 45f5, '91 ..... 119,000  
48' Cheoy Lee ..... 28,000

54' Irwin ..... 325,000  
52' Dynamique ..... Offers  
54' Irwin, '90 ..... 325,000  
55' Tayana, '87 ..... 334,000  
75' Custom Schooner ..... 329,000  
76' Ketch, business opp. .... 39,000

### MULTIHULL

40' Norseman, '92 ..... 129,000  
40' Norseman, '93 ..... 229,000  
48' Privilege, '89 ..... 129,000  
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Production ..... Christine Weaver, ext. 103  
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Advertising ..... Mitch Perkins, ext. 107  
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Contributing Editors ..... Paul Kamen, Andy Turpin, Shimon Van Collie

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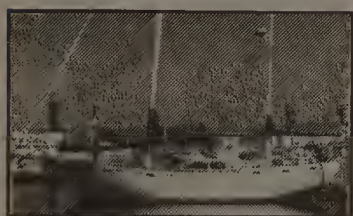
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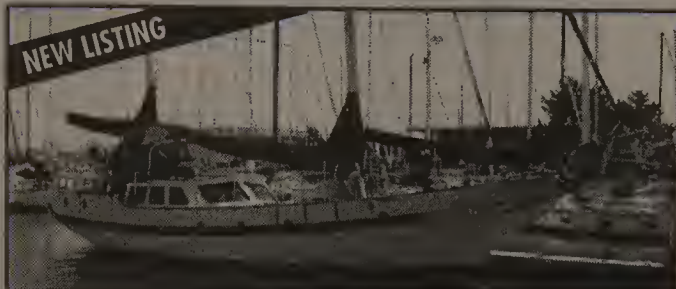
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**44' HARDIN .....** \$115,000  
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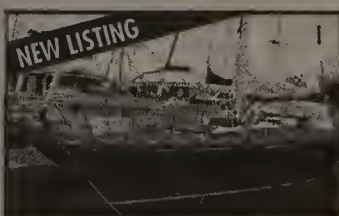
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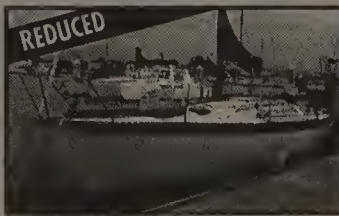
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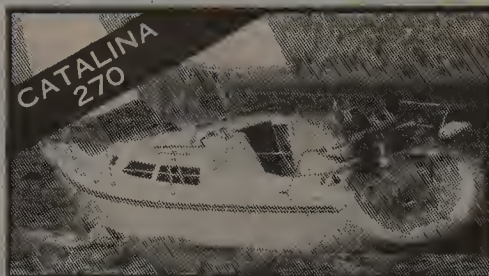
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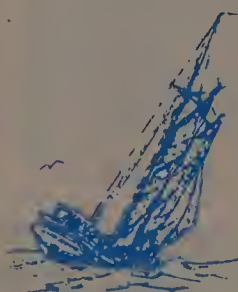
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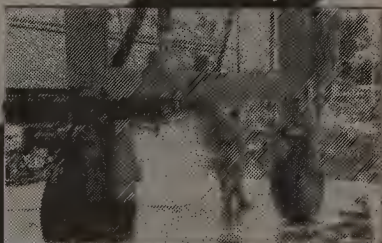
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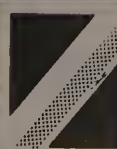


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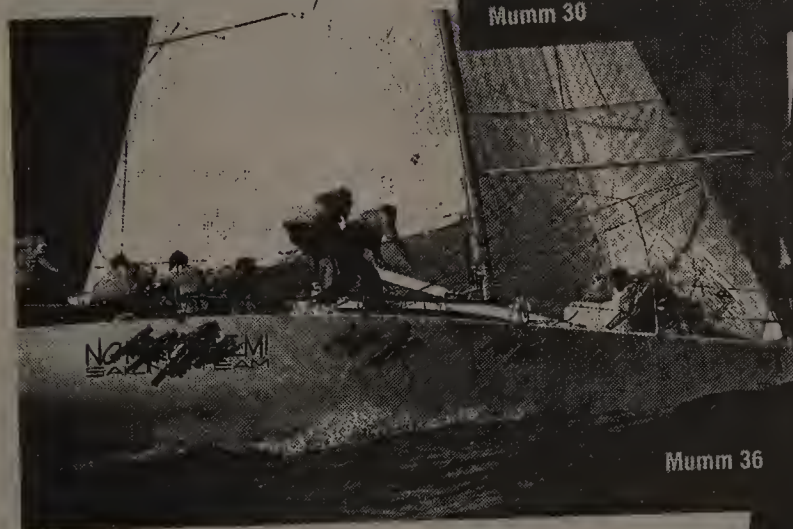
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# A few facts you should know about offshore one-designs...

**A**t Key West and the '96 SORC, proliferating fleets of Melges 30s, Mumm 30s, Mumm 36s and One-Design 48s signalled an accelerating trend toward one-design racing in bigger boats. **Fact 1:**

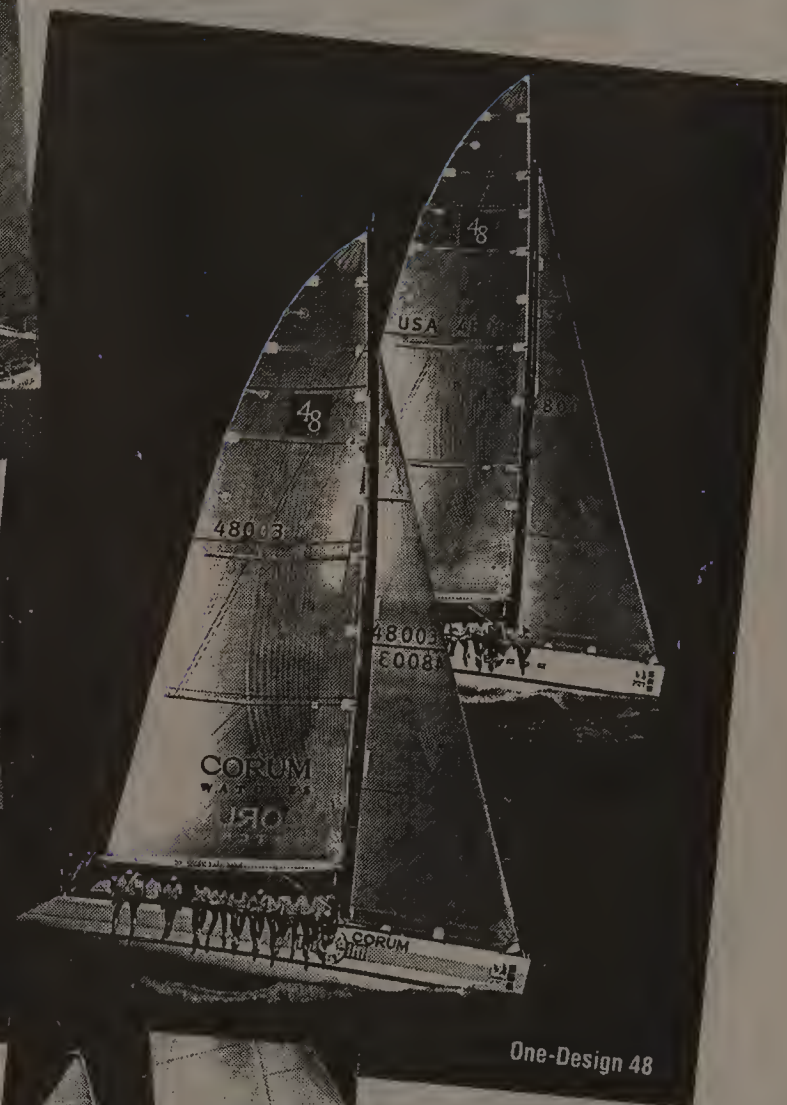


Mumm 30

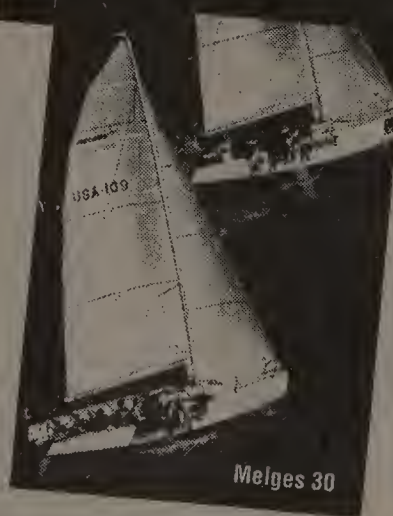
Mumm 36

Boats equipped with North GRAND PRIX 3DL<sup>®</sup> and REGATTA 3DL<sup>®</sup> won six of seven of these classes in the combined events. **Fact 2:** Each winner used North tuning guides to prepare for the events.

North has committed more development resources to offshore one-designs than any other sailmaker in the world...*far more*. For you, the payoff is fast sails and tuning guides that deliver "turnkey speed" for your boat and crew\*. The facts are clear: 1. Offshore one-designs are hot, and 2. The hottest sails for offshore one-designs are made by North. Call your nearest North location today. Let our commitment be your key to success.



One-Design 48



Melges 30

## 1996 YACHTING/MOUNT GAY KEY WEST RACE WEEK

Melges 30	1, 2
Mumm 36	1, 3, 4, 5
Mumm 30	2, 3
OD 48	1

## 1996 SORC

Mumm 36	1, 2, 3, 4, 5
Mumm 30	1, 2, 3
OD 48	1, 2



*There is a difference*

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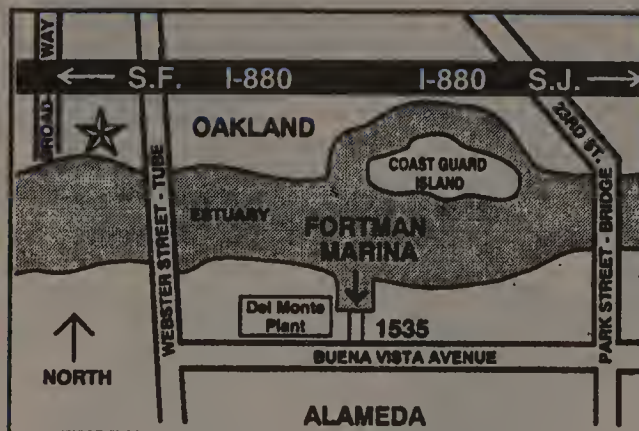
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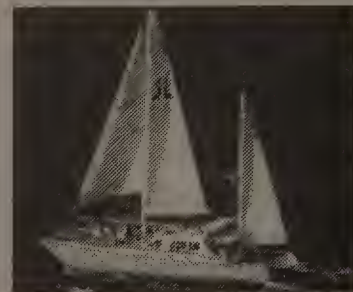


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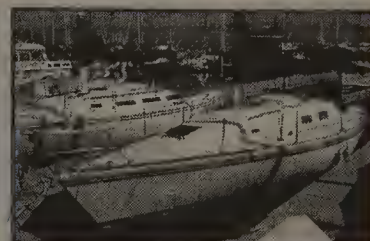
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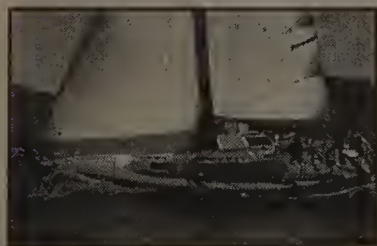
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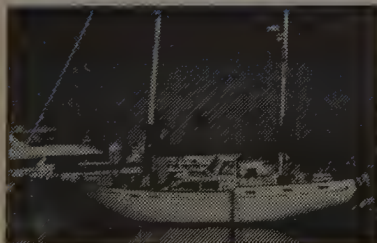


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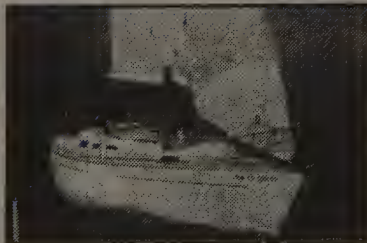
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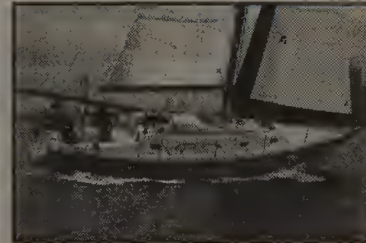
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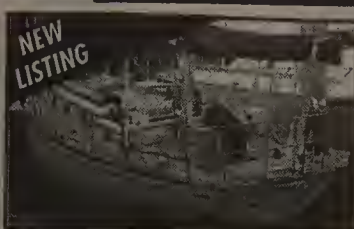
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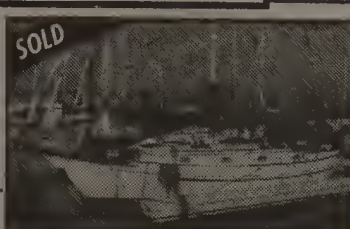
Sales: Jack Meagher



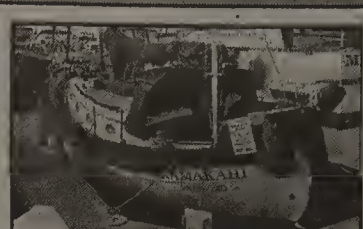
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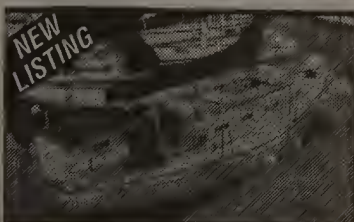
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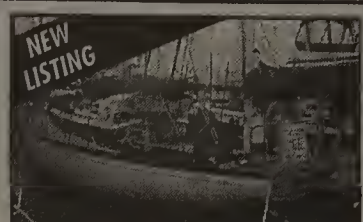
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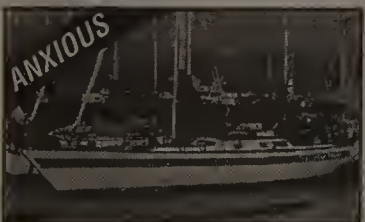
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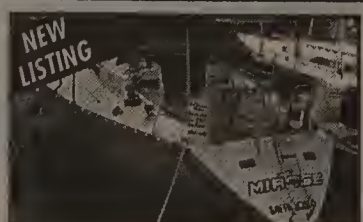
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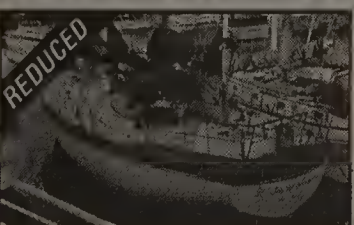
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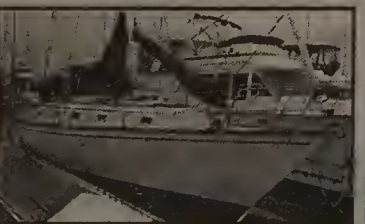
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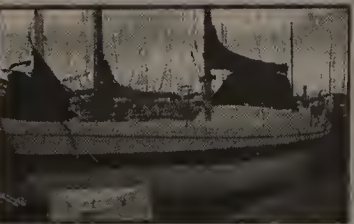
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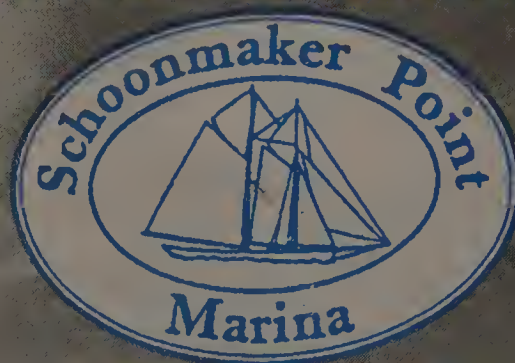


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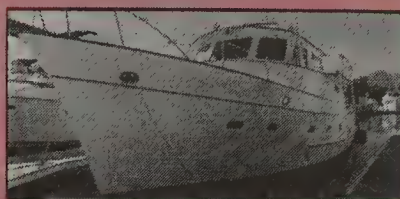
### 36' CS, 1985 \$61,900



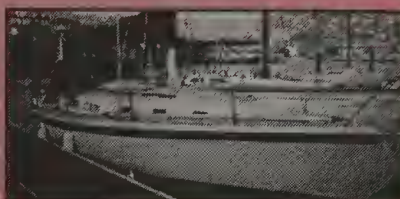
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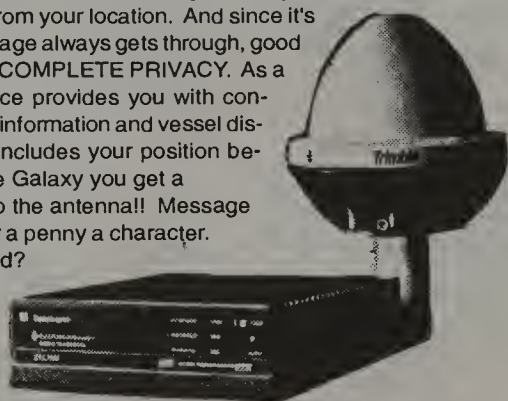
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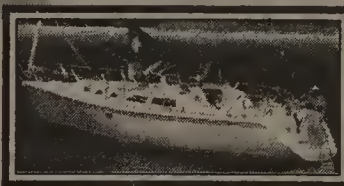
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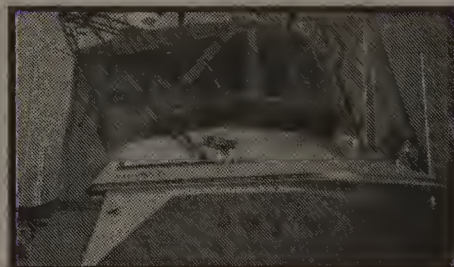
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| Tuesday, July 2   | • Women's Regatta              |
| Wednesday, July 3 | • Intergalactic Beer Can Race  |
| Thursday, July 4  | • Harrah's Cup                 |
|                   | • Indoor Sailing               |
| Friday, July 5    | • Harrah's Cup                 |
|                   | • Moore 24 National Champ.     |
| Saturday, July 6  | • Melges 24 & I-14 Regatta     |
|                   | • Moore 24 Nationals continued |
| Sunday, July 7    | • Melges 24 & I-14 Regatta     |
|                   | • Moore 24 Nationals conclude  |

For more information contact:

Ralph's Sailboat Services  
P.O. Box 562  
Homewood, CA 96141  
(916) 525-SAIL Fax 525-1010



# CALENDAR

## Nonrace

**Apr. 30-May 2** — Sail Week on Folsom Lake: three nights of sailing and socializing after work out of Folsom Lake Marina at Brown's Ravine. Folsom Lake YC; Info, (916) 635-1932.

**May 3** — Contemplate the full moon.

**May 4** — Rodeo Night at Berkeley YC — *canceled!*

**May 4** — Nautical Flea Market at South Beach YC (Pier 40), 10-4 p.m. Info, 583-5504.

**May 4** — "Weather to Sail to Hawaii," an in-depth seminar conducted by Norm Hoffmann and other National Weather Service experts on weather patterns, electronic broadcasts interpretation, and sky watching while sailing from San Francisco to Hawaii. Great stuff for Pac Cuppers, SSS T-Pac'ers, and cruisers. 10 a.m. to 3 p.m. at the Bay Model (Sausalito); \$2 donation. James Fryer, 332-2809.

**May 4** — Ranger 29/33 Rendezvous at South Beach Harbor. RSVP by April 20 to Deborah, (510) 523-4711.

**May 4** — Columbia 26 Mk. II Association Reunion Dinner, the first time this class has met in ten years! Oakland YC, 5:30 p.m. for cocktails, followed by dinner around 7:30 p.m. Leim O'Shanacy, (510) 284-8226.

**May 4-5** — Ericson 27 Cruise to Oakland YC. Wilkes Joy, (408) 395-4826.

**May 5** — Opening Day on the Bay. In honor of PICYA's centennial, this year's theme is "100 Years of Boating." Decorated boat parade begins at 11 a.m. Joan Marsh-Clune, (510) 427-6607.

**May 8** — Madro turns 40! Send cards, flowers, condolences (and Olympic contributions!) c/o North Sails in Alameda.

**May 8** — SSS TransPac Seminar: "Search & Rescue Techniques/Shoreside Logistics," 7:30 p.m. at Oakland YC. Free, as always. Ed Ruszel, (707) 745-6979.

**May 9** — Coastal Cup Seminar #1: Safety Equipment and Electronics. Speakers include John Demeter (West Marine) and Eric Steinberg (Farallone Electronics). Encinal YC, 7:30 p.m., free. Info, (510) 522-3272.

**May 10** — "Through the Canal and Up the East Coast of Central America," a free slide show by Merle Sprock, co-author of *The Adventures of Lady Jane*. 7:30 p.m. at the Stockdale Marine Theatre (Sacramento). Details, (916) 332-0775.

**May 11** — International Folkboat Association (not to be confused with the lapstake variety, aka Nordic Folkboats) cruise to Alameda. Info, 285-1517 or (510) 653-4216.

**May 12** — Mother's Day. Don't bring laundry when you visit; don't ask for money when you call.

**May 14** — "Shorthanded Sailing," a free seminar by Sally Lindsay of The Spinnaker Shop. Berkeley YC, 7:30 p.m.; Christine Jackson, (510) 528-0172.

**May 16** — Marine Refrigeration Seminar — chill out with Peter Gray (of Sailworks). 7 p.m. at Waypoint (Alameda), free. Details, (510) 769-1547.

**May 16** — SF Bay Oceanic Crew Group meeting, featuring guest speaker Peter White, author of *The Farallon Islands, Sentinels of the Golden Gate*. 7 p.m. at Ballena Bay YC. Free! Info, 979-4866.

**May 18** — Peninsula YC's Marine Flea Market (Redwood City), 7 a.m. to 3 p.m. Richard Sattler, 369-4410.

**May 18-19** — Women's Dinghy Clinic at Richmond YC. Instruction in El Toros, Bytes and Lasers. Info, (510) 232-6310 or (510) 237-2615.

**May 18-19** — CYC Women's Sailing Seminar, Session II — Fundamentals of Spinnaker Handling and Racing. Kay, 381-4758.

**May 21** — "Everything You Wanted to Know About Corrosion But Were Afraid to Ask," a free presentation by Kerri Howell of V&A Associates. Berkeley YC, 7:30 p.m.; Christine Jackson, (510) 528-0172.

**May 25-27** — Hans Christian Owners Association Cruise to Petaluma. Gary or Peggy Jensen, (510) 490-6213.

**May 26** — Memorial Day steak/seafood barbecue at Half Moon



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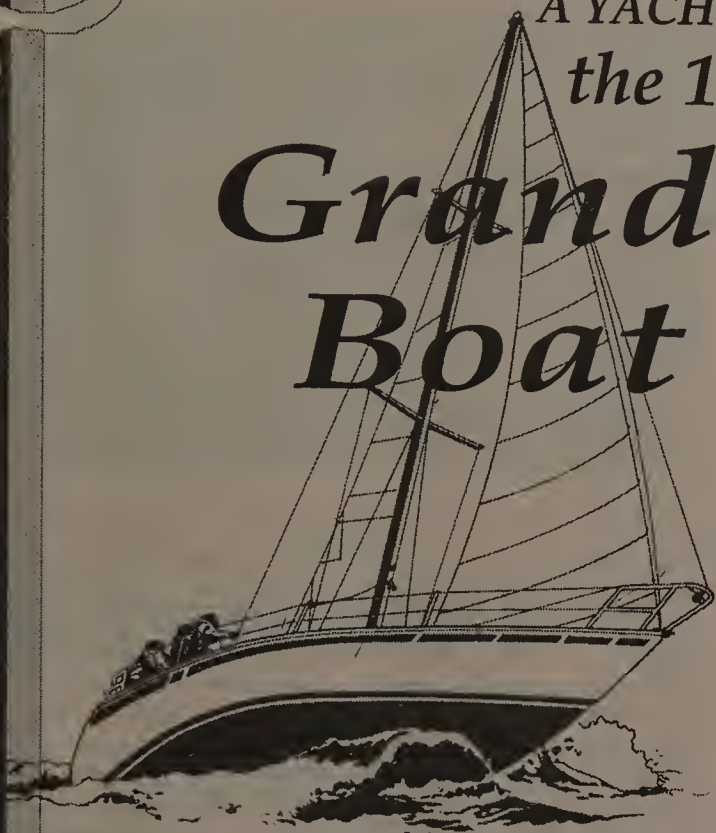
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PO Box 52, El Granada, CA 94018

Information: HMBYC voice mail (415) 737-1190  
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**(707) 554-2813**

# BRUT CUP '96



**MAY 28th - JUNE 2nd**

(Finals weekend, Saturday & Sunday)

Come watch the top pros in sailing—including America's Cup skippers Paul Cayard, Russell Coutts, Ed Baird, Peter Gilmour, J.J. Isler and others—race head to head for the largest cash purse in sailing. Racing takes place directly in front of the St. Francis Yacht Club on the Marina, east of the Golden Gate Bridge.

*For more information call the race office: (415) 563-6363*

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- Free Parking

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## CALENDAR

Bay YC. Live music, too! Info, 737-1190.

**May 30** — Brut Cup Junior Night at St. Francis YC, 6:45-8 p.m. All Bay Area junior sailors are invited to come hobnob with the Brut Cup skippers, watch a Warren Miller sailing film, enjoy 'light refreshments' (probably not Steinlager or Mt. Gay), and have a chance at winning a door prize. Designated drivers (read: parents) welcome, too! Info, Susan Hoehler, 435-2068.

**June 1** — Nautical Flea Market at Oakland YC, 8 a.m. to 2 p.m. Info, (510) 522-6868.

**June 1** — Nautical Swap Meet at Aeolian YC (Alameda), 7:30 a.m. to 2 p.m. Food, drink and fun. AolYC, (510) 523-2586.

**June 9** — Lake Washington SC (Sacramento) fun sail/obstacle course/barbecue for trailerable dinghies. Fred, (916) 737-8966.

**June 20** — Free seminar on the use of soy diesel fuel by Jay O'Bannon of Cytoculture. 7 p.m. at the Oakland YC; Milton Tanner, (510) 655-4078.

### Racing

**Apr. 28-May 4** — Antigua Sailing Week — proof that some people still know how to have fun!

**May 4-5** — Lakeport YC Regatta on Clear Lake. Five races, "great prizes." Steve Gillis, (707) 262-1005.

**May 4-5** — 30th Annual Camellia Cup on Folsom Lake. Five buoy races; dinner and dancing to a live band Saturday night. Folsom Lake YC; Charlie Hess, (916) 685-7295.

**May 5** — Laser/Byte Master Regatta #1 at Richmond YC. Jonathan Howell, (510) 835-4626.

**May 10, 1986** — Ten Years After: The 72-mile Montara/Farallones Race got the '86 ocean racing season off to a memorable, miserable start. A steady 40-knot breeze (with higher gusts) and 8-10 foot seas wreaked havoc on the 26-boat fleet, many of whom simply sailed past the Montara Buoy and into Half Moon Bay rather than start the slog to the Rockpile. Only six boats actually finished the brutal race: *Blade Runner*, *Clockwork*, *High Risk*, *Arbitrage*, *Bones VII* and *Ringmaster*.

The Race Sheet write-up about IOR winner *Blade Runner*'s rough race that day still cracks us up: "The front guy on the weather side gave a whole new meaning to the phrase 'blow your cookies'," said crewman Alan Weaver. "He puked the Oreos he'd just finished eating all over everybody! Fortunately, we stuffed a wave right after that which rinsed us off. Everybody applauded the skipper for that one!... The crew was starting to nod off coming in, so we put a 2.2 ounce kite up at Point Bonita. It worked! We were hitting 16 and 17 pretty consistently, and hit 19 knots once, the fastest we've ever gone. We also broke a jib halyard and poked a hole in the main. But it was fun — after we got in. I still feel like I've been beat up in a dark alley."

The 'MF' Race was shortened in 1987 to just 57 miles (the Farallones turning mark was mercifully dropped). Only seven boats showed up, so it wasn't a huge surprise when the once-classic race was eliminated entirely the following year. It now rests in peace in the Great Races Graveyard, alongside the Buckner Race, Waterhouse Race, Corlett Race, MORA Long Distance Race to San Diego, the Hate-the-State Race, the La Paz Race, the Acapulco Race and so many others.

**May 11** — Duxship Race. Sausalito YC; YRA, 771-9500.

**May 11** — Elite Keel Regatta for 11:Metres, Melgi, Etchells, J/24s and Knarrrs. San Francisco YC; Bill Barton, 454-2423.

**May 11** — Flight of the Bulls, the return of this 5-mile El Toro 'distance race' in Foster City. The last time the Bulls flew was circa 1974 — back in 1970, it attracted a record 150 boats! No entry fee this time around, though it may go up to a buck next year. "Sailing El Toros keeps you young!" claims 80-year-old Bob McKibben, who's spearheading this revival. Call him at 573-8846 for details.

**May 11-12** — B-25 Nationals, six races in the South Bay. Eleven boats expected; Encinal YC will fire the guns. Chris Doubek, (609) 520-0495, or Chris Berger, (310) 320-5671.

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# SPRING CUP '96

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Skippers include Dave Ullman, Seadon Wijser, Jeff Madrigali & Ken Kieding.

Watch exciting highlights of the Citibank Spring Cup Regatta on KPIX Channel 5 on Saturday, May 25th at 5pm and look for the hour long show on SportsChannel, June 11th at 8pm, June 16th at 6pm and June 24th at 9pm.

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- Keeping healthy. The medical kit and first aid at sea.
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- Engine maintenance and spare parts.
- Organizing down below. Taming the galley. Cooking at sea under all conditions.

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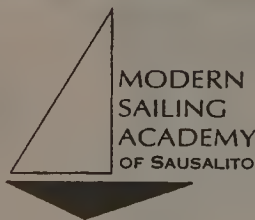
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## CALENDAR

**May 11-12**—Jesters Mothers Day Regatta at Woodward Lake. Camping, sailing and socializing, Santa Cruz style. Info, (408) 459-9433.

**May 13-18**—Brut Royal Lymington Cup in England, the first of five Brut by Fabergé events this year. Once again, a cool quarter million bonus check will go to anyone who wins three of the five events on the circuit. According to Vegas oddsmakers, the likelihood of this payout actually occurring are 100 to 1.

**May 17-19**—Jeep/Sailing World NOOD Regatta at Los Angeles YC. Lisa Novak, (401) 847-1588.

**May 18**—South Bay YRA Summer Series, race #2. Sierra Point YC; Mike Dixon, (510) 635-5878.

**May 18**—Whale's Chase, race #2 of a six-race series. Ballena Bay YC, (510) 523-2292.

**May 18**—Tiburon YC's H.O. Lind Series, two races for Cal 2-27s, Moore 24s and PHRF club racers. Series continues on June 15, July 27 and August 24. Hans Biggall, (707) 762-8439.

**May 18-19**—Sacramento Spring Regatta for Snipes, Lasers, Thistles, JY-15s and more. Lake Washington SC; Fred Turner, (916) 737-8966.

**May 18-19**—Stone Cup, in conjunction this year with Saturday's HDA races. Everybody must get Stoned! StFYC, 563-6363.

**May 18-19**—Citibank Spring Cup at Pier 39, noon to 5 p.m. both days. A dozen 11:Metres will duke it out for a \$10,000 purse. See *Race Notes* for entry list. Larie Mott, 705-5568.

**May 24**—Santa Cruz to Santa Barbara Race—*canceled!* If history repeats itself, there wouldn't have been any wind anyway. Santa Cruz YC, (408) 425-0690.

**May 24-26**—Cal Cup, aka 'Melgi for Money'. Ubiquitous sailmaker Dave Ullman will defend his title in this invitation-only, winner-take-all Melges regatta off Marina del Rey. With \$5,000 at stake, you can bet the racing will be hot and heavy. Cal YC, (310) 823-4567.

**May 25**—Master Mariners Regatta, "the second oldest regatta in the U.S. behind the America's Cup." Watch the woodies 'lumber' around the course beginning at noon. Noel Duckett, 472-7653.

**May 25**—53rd Swiftsure Race. Actually three races (distances of 76, 100 and 136 miles depending on boat size) in the Strait of Juan de Fuca. Royal Victoria YC, (604) 592-9098.

**May 25-26**—Leukemia Cup for J/35s, Santana 35s, J/105s, Etchells, 11:Metres, Olson 30s, J/29s, Express 27s, J/80s, Melges 24s, Moore 24s and J/24s. Worthy cause, great race management, fun party—need we say more? StFYC, 563-6363.

**May 25-26**—Baum (for Cal 20s), Mull (Santana 22s) and Eldridge (Ranger 23s) Trophy Regattas. San Francisco YC; Jerry Leth, 435-4874.

**May 25-26**—32nd Annual Whiskeytown Sailing Club Regatta. PHRF, Portsmouth and multihull classes, as well as one design starts for five or more sisterships. Five races, with live music on Saturday evening. Marty Lendl, (916) 241-1215 (home).

**May 25-26**—Sixth Annual SBRA Scott Rovanner Youth Sailing Regatta, hosted by Monterey Peninsula YC. SBRA, (510) 234-SAIL.

**May 28 - June 2**—Brut Cup International Match Racing Regatta, held at St. Francis YC in J/105s. See *Race Notes*. StFYC, 563-6363.

**June 1**—2nd Annual Monterey Bay Doublehanded Race, a 35-mile romp around Mo' Bay beginning at noon. Monterey Peninsula YC; Bruce Becker, (408) 454-9934.

**June 1**—Delta Ditch Run. Downwind from the Brothers to Stockton Sailing Club—on a flood tide, no less! It doesn't get much better than this. Richmond YC, (510) 237-2821.

**Jun 8-9**—Drake's Bay Race. Corinthian YC; YRA, 771-9500.

**June 8-9**—Go For the Gold Regatta on Scotts Flat Lake (near Nevada City). Gold Country YC; Earlene Tankersley or Barry Carr, (916) 432-9449.

**June 14**—24th Annual Stockton SC South Tower Race, 140 miles of pleasure spiked with pain. Info, (209) 951-5600.

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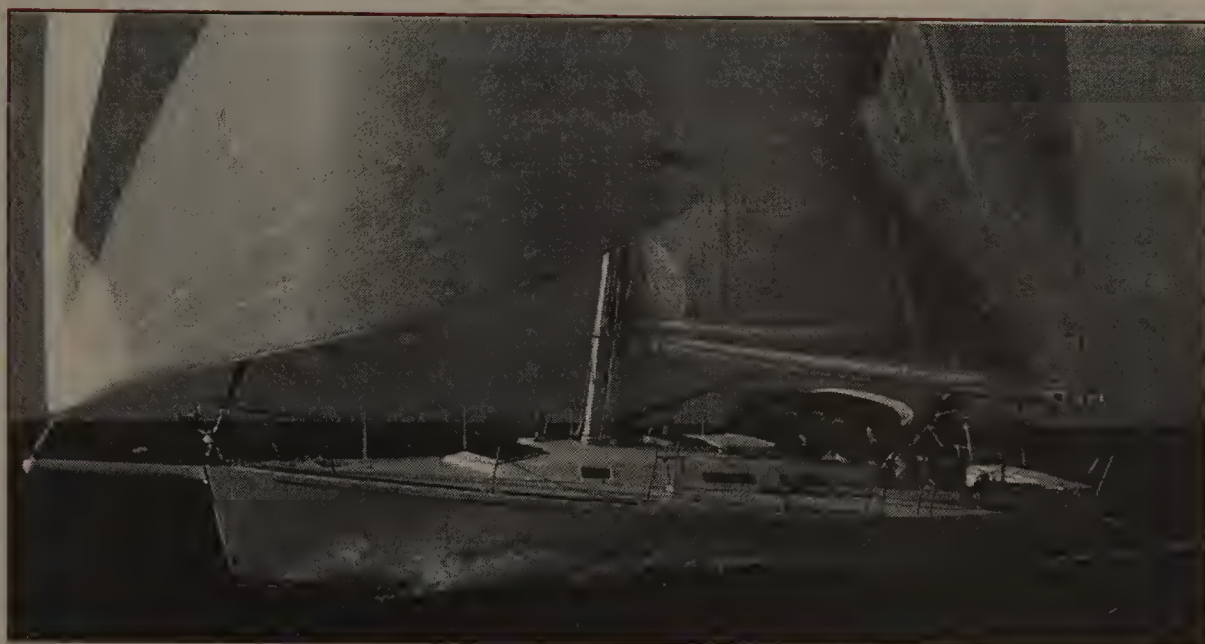
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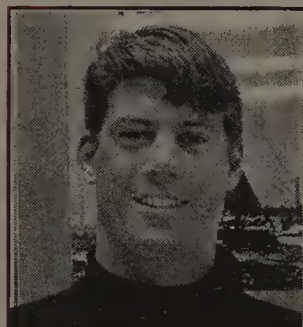
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Sobstad's Seadon Wijsen describes helping the Moore's build their new sail inventory:



Seadon Wijsen /

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## CALENDAR

**June 14-16** — Woodies Invitational for Birds, Bears, Knarrrs, IODs and Folkboats. One design 'splinter groups' of five or more wooden boats may also petition for entry. StFYC, 563-6363.

**June 14-16** — Rolex National IMS Championship, hosted by the New York YC in Newport, RI. "This is starting to look like IOR all over again — only more expensive!" claims local rockstar Hiram Gunn. "If IOR was 'Invest Or Retire', IMS must be 'Invest More, Sucker'."

**June 15** — SSS In the Bay Race. Corinthian YC will fire the guns; 'Mama' Shama Kota, 332-5073.

**June 15** — Midnight Moonlight Marathon Madness, usually an easy evening sail. Who cares if there's no moon? SFYC, 435-9133.

**June 15-16** — Clear Lake Regatta, always the highlight of the SBRA season. Info, (510) 234-SAIL.

**June 16** — Olsonjammer, a feeder race to Santa Cruz for Olson 30s, heading to their Nationals (June 21-23 at SCYC). Some Seattle boats are gonna be jammin', too! Jack Easterday, (510) 521-9223.

**June 16** — Oakland to Catalina Race. One third of the fleet dismasted last year — check your rigging! MYCO, (510) 893-MYCO.

**June 21-23** — Long Beach Race Week. LBYC, (310) 598-9401.

**June 25-29** — Vic-Maui Race — weather permitting, you can kiss Merlin's '91 record of 9 days, 23 hours goodbye. Royal Vancouver YC, (604) 224-1344.

**June 28-30** — 12th Trimble/North Sails Race Week down in Long Beach. Bruce Golison, (714) 379-4884.

**June 29** — Coastal Cup, aka the San Francisco to Santa Barbara Race. A fun two-nighter that's generally over before you need a shower or run out of cold beer. Encinal YC, (510) 522-3272.

**June 29** — SSS TransPac. Shama Kota, 332-5073.

**June 30-July 7** — Harrah's Tahoe Sail Week, including the Moore 24 Nationals, the 26-mile Southern Crossing, a Melges and I-14 regatta, and lots of shoreside festivities. Ralph Sivlerman, (916) 525-SAIL.

**July 3-7** — 29th Annual TransTahoe Regatta, sponsored by Pusser's Rum. Three races, great parties. Tahoe YC, (916) 581-4700.

**July 8-11** — West Marine Pacific Cup — not the TransPac, and happy for it! Pat Lowther, 564-6791.

### Summer Beer Can Races

**BALLENA BAY YC** — Friday Nights: 6/7, 7/12, 8/9, 9/13, 10/11. Beth Ten Brink, (510) 337-1369.

**BAY VIEW BC** — Monday Night Madness (first half): 5/13, 5/27, 6/10, 6/24, 7/1 (make-up). John Super, 243-0426.

**BENICIA YC** — Thursday Night Series: Every Thursday night though 9/26. Jerry Martin, (707) 745-3731.



*Mumm's the word — especially with the Worlds coming here in October!*

**BERKELEY YC** — Friday Night Series: Every Friday night through 9/27. Bobbi Tosse, (510) 939-9885.

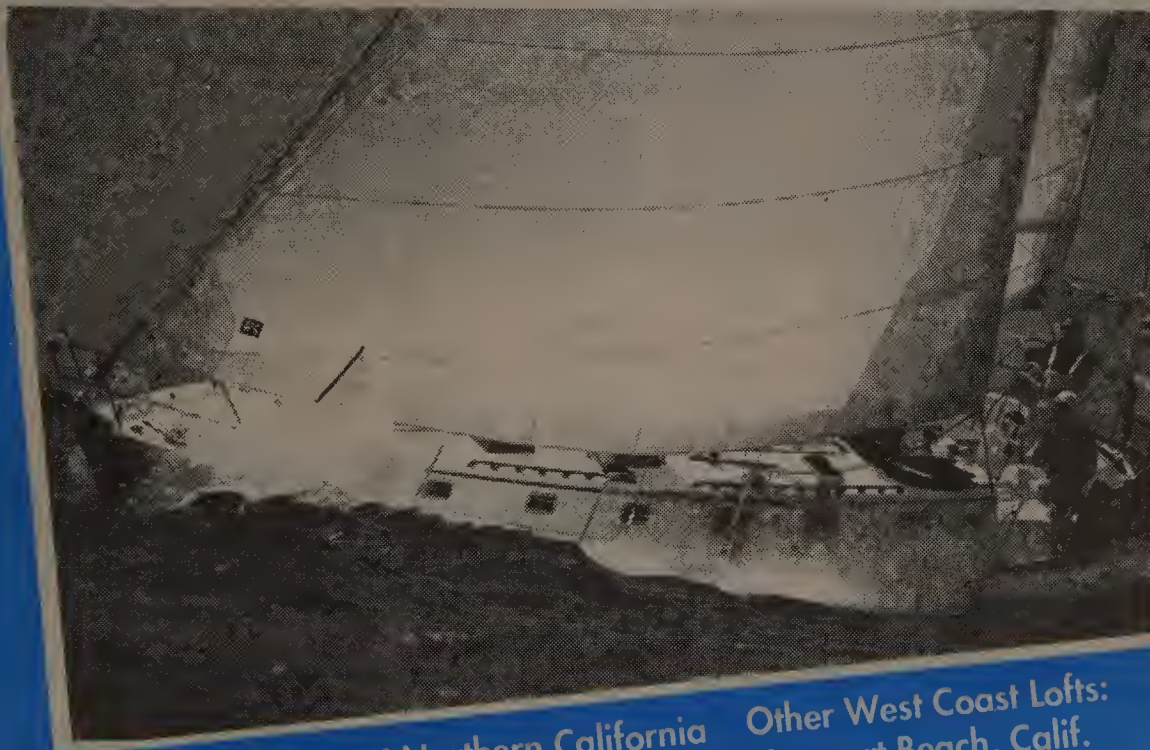
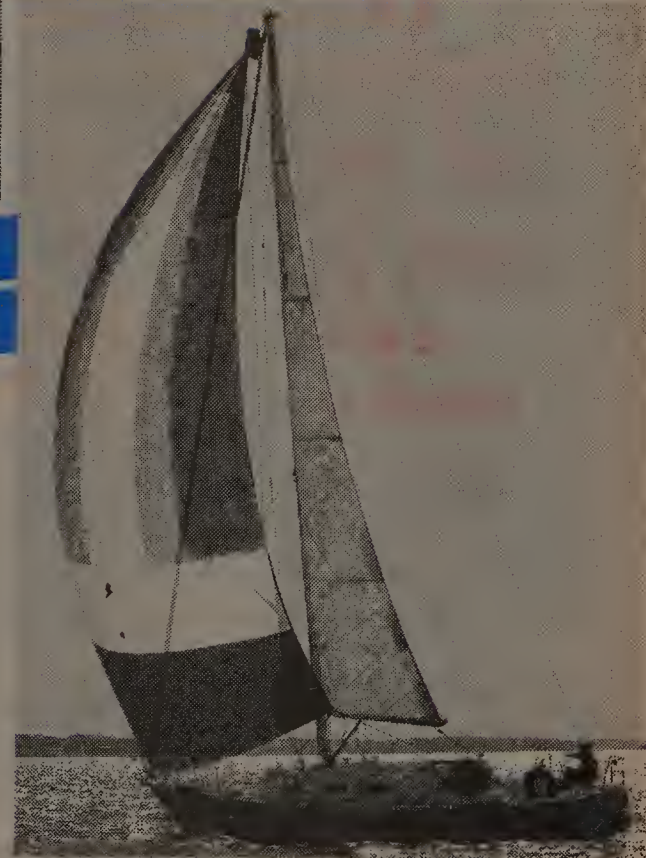
**CORINTHIAN YC** — Friday Night Series: Every Friday night through 9/13. Jim Snow, 457-6176.



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For leading edge sailmaking technology, attentive neighborly service, and sails that fly as well as they last, talk to the cruising sail specialists at UK. We've logged a lot of ocean miles in the last 50 years.



Top: A Bruce Marek designed 46-foot world cruiser with a Spectra/Kevlar Tape-Drive Passagemaker II genoa. Above: A J/37 with a radial head Flasher, UK's pole-less asymmetrical cruising spinnaker. Left: A Crealock 44 with a crosscut Dacron Passagemaker genoa.

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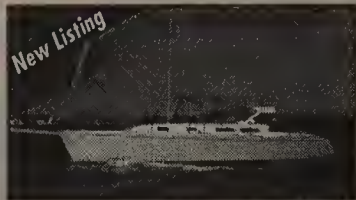
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# SAIL CALIFORNIA BROKERAGE



## 1984 C&C 35 MK III

Two of C&C's most popular models at our docks, well equipped and fairly priced.



## 1995 J/110

**SORCERER** has the crsg attributes of a J/35c w/ the sail-handling bonus that J/SPRIT owners enjoy, the only used J/110 on the mkt ... \$159,000



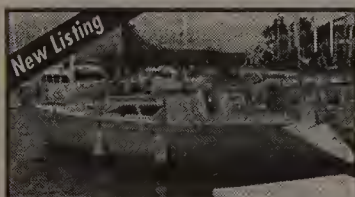
## 1986 EXPRESS 37

**BLITZ** has a current sail inventory, new elec's, has had all systems and hardware replaced or rebuilt, ready to rock and roll ... \$88,000



## J-105

2 from  
\$89,500



## 1988 C&C 33

**LADY LUCK** is ready to go cruising. Harken furling and full batten main make it easy. C&C quality and performance ... \$67,000.



## 1982 BALTIC 42dp

If you were thinking of a Swan but would prefer state-of-the-art construction at a reasonable price ... You need to see **BYDAND**. \$199,000.

## BROKERAGE SAILBOATS

* 44' J/44, 1989, <i>Gotcha</i> .....	229,000	* 35' J/105, 1992, <i>Blackhawk</i> .....	89,500
* 42' Baltic dp, 1982, <i>Bydand</i> .....	199,000	* 35' J/105, 1992, <i>Jest</i> .....	94,500
* 41' C&C, 1987, <i>Delliberate</i> .....	109,500	* 34' Schock 34 PC, 1987, <i>Choices</i> ..	45,000
* 38' Wildemess, 1981, <i>Falcon</i> .....	75,000	* 33' C&C MKII, 1988, <i>Lady Luck</i> .....	67,500
* 37' J/37, 1987, <i>Ancient Love</i> .....	94,500	* 30' J/30, 1980, <i>Rakish</i> .....	24,900
* 37' Express 37, 1986, <i>Blitz</i> .....	88,000	* 29' J/29, 1984, <i>Thunderbolt Greaselapper</i>	22,000
* 36' J/110, 1995, <i>Sorcerer</i> .....	159,000	* 29' J/29, 1984, <i>Team Tahoe</i> .....	22,000
* 35' J/35, 1990, <i>Rocketeer</i> .....	89,000	* 27' Express, 1982, <i>Loose Cannon</i>	18,500
* 35' J/35, 1984, <i>Rival</i> .....	64,900	* 25' Olson, 1984, <i>Fast Tango</i> .....	15,000
* 35' J/35, 1984, <i>Cosmic Muffin</i> .....	50,000	* 24' J/24, 1995, <i>Nations Cup</i> .....	25,000
* 35' Santana, 1982, <i>Great Expectations</i> ..	Pending	* 24' J/24, 1989 <i>T.I.E.</i> .....	26,500
* 35' Santana, 1979, <i>50/50</i> .....	25,000	* 24' J/24, 1986, <i>Bohica</i> .....	11,250
* 35' C&C MKIII, 1984, <i>Fast n' Free</i> ..	Pending	* 24' J/24, 1981, <i>#1977</i> .....	9,000
* 35' C&C MKIII, 1984, <i>Enterprise</i> ...	54,500	* 24' J/24, 1980, <i>Vixen</i> .....	8,500
* 35' Hinckley, 1957, <i>Allegro</i> .....	55,000	* 24' J/24, 1979, <i>Jaw Breaker</i> .....	7,500

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# CALENDAR

**COYOTE POINT YC** — Wild Wednesdays: Every Wednesday night through 9/25. Kevin Knick, 347-4850.

**ENCINAL YC** — Friday Nights: 5/10, 5/31, 6/14, 7/26, 8/9, 8/23, 9/13, 9/27. John Boyd, 925-7964 (days)

**GOLDEN GATE YC** — Friday Night Series: 5/10, 5/24, 6/7, 6/21, 8/2, 8/16. Jeff Zarwell, (408) 275-1367.

**GOLDEN GATE YC** — Wednesday Night Woodies: 5/8-6/26 and 8/7-8/28. Folkboat fleet; Ed Welch, 851-3800.

**ISLAND YC** — Friday Nights on the Estuary: 5/3, 5/17, 6/7, 6/21, 8/2, 8/16, 9/6, 9/20, 10/4. Joanne McFee, (510) 534-7317.

**OAKLAND YC** — Sweet Sixteen Series: Every Wednesday night, 5/8-6/26 and 8/7-9/25. April Storrs, (510) 638-3931.

**OYSTER POINT YC** — Friday Nights: 5/24, 6/28, 7/26, 8/23, 9/27. Ray Wells, 589-1713.

**RICHMOND YC** — Wednesday Night Series: 5/1, 5/15, 6/5, 6/19, 7/3, 7/17, 8/7, 8/21, 9/4, 9/18. Doug McVae, 479-7411.

**ST. FRANCIS YC** — Friday Nights: 5/10, 5/24, 6/7, 6/21, 7/12, 7/26, 8/9, 8/23. Patrick Andreasen, 563-6363.

**SANTA CRUZ** — Wet Wednesdays: Every Wednesday evening through 10/23. Details, (408) 425-0690.

**SAUSALITO CC** — Friday Nights (first half): 5/10, 5/24, 6/7, 6/21. Dorothy Stoufer, 479-4678.

**SAUSALITO YC** — Tuesday Night Sunset Series (first half): 5/15, 5/28, 6/11, 6/25. Peter Gibson, 383-7809.

**SEQUOIA YC** — Friday Nights: Every Friday through 9/27. Randy Hough, 365-6383.

**SIERRA POINT YC** — Friday Nights: 5/10, 6/14, 7/12, 8/9, 9/13. Ken Blawat, 871-4167.

**SOUTH BEACH YC** — Friday Nights: 5/3, 5/17, 5/24, 5/31, 6/7, 6/21, 6/28, etc. Mary Lindsey, (408) 984-7242.

**STOCKTON SC** — Wednesday Nights: 5/29, 6/5, 6/12, 6/19, 6/26, 7/3, 7/10, 7/17, etc. Harbormaster, (209) 951-5600.

**TIBURON YC** — Friday Nights: 5/3-6/8 and 7/12-9/13. Hans Bigall, (707) 765-2949.

Please send your calendar items by the 10th of the month to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

## May Weekend Currents

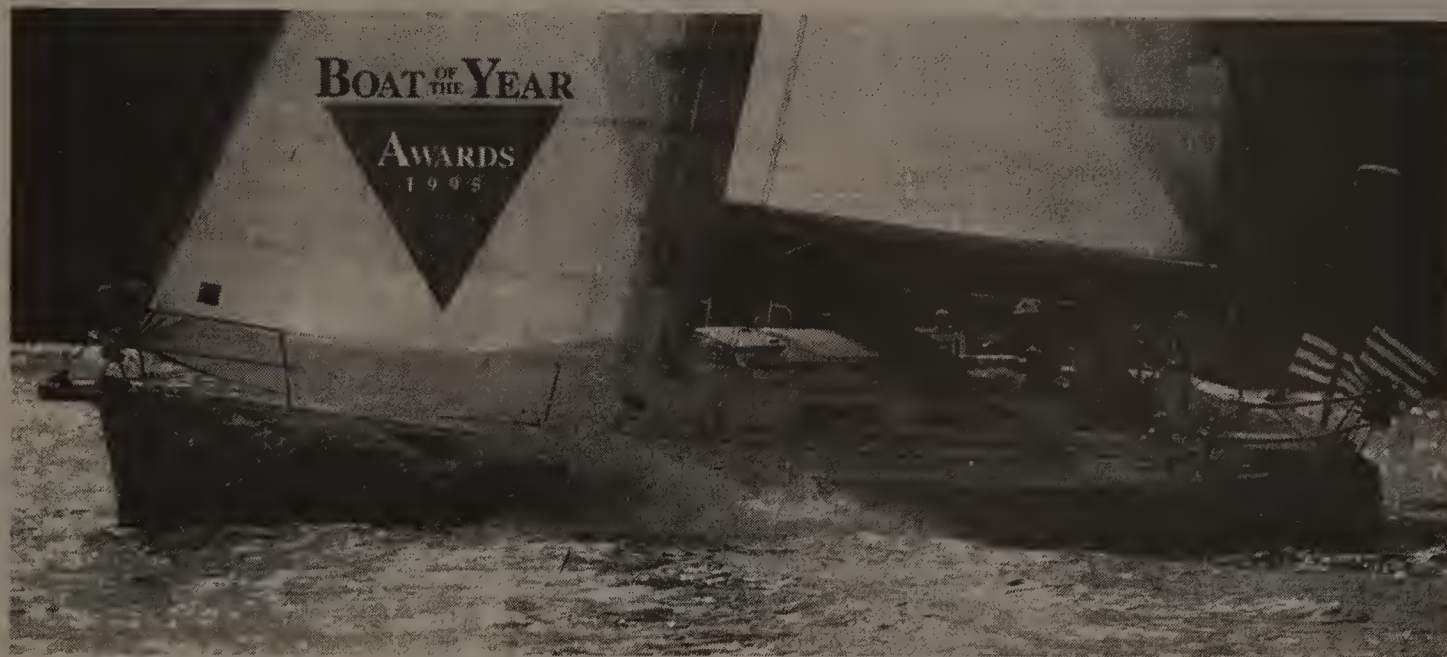
date/day	slack	max	slack	max
5/04Sat	0204	0521/5.4E	0904	1204/4.2F
	1530	1752/3.1E	2058	2355/3.1F
5/05Sun	0243	0605/5.4E	0950	1252/4.1F
	1621	1840/2.9E	2143	
5/11Sat	0335	0619/2.3F	0905	1157/3.4E
	1547	1857/3.4F	2200	
5/12Sun		0054/3.3E	0438	0732/2.8F
	1017	1305/3.2E	1643	1950/3.5F
	2247			
5/18Sat	0202	0512/4.9E	0909	1210/3.9F
	1529	1743/2.6E	2104	2348/2.7F
5/19Sun	0238	0550/4.8E	0949	1248/3.7F
	1613	1823/2.4E	2143	
5/25Sat	0236	0455/1.3F	0741	1038/2.7E
	1433	1737/2.4F	2059	2328/2.3E
5/26Sun	0339	0605/1.5F	0855	1137/2.5E
	1526	1829/2.5F	2143	
5/27Mon		0023/2.8E	0433	0710/2.0F
	1004	1236/2.5E	1617	1916/2.7F
	2224			

# J/120 OWNER PROFILE #1

## OWNERS: ALAN & PAMELA BRAY

Alan and Pamela have just accepted delivery of the first J/120 delivered to the Bay Area. Alan, who has been sailing since the '70s, has been a long time fan of J/Boats. The J/120, to be named *Pamela J*, is the fifth J/Boat he has purchased from Sail California. Over the years Alan has owned a J/24, J/35 (past class winner, *Current Affair*), J/105, J/80 and now the new J/120. In addition to his dedication to J/Boats, Alan also credits his attendance to two J/World courses for cementing his long term affair with sailing.

"Having sailed in a wide variety of boats over the last 30 years I have learned to appreciate all that J/Boats has to offer. The boats have all been extremely well built and therefore held up in the most rigorous conditions. I'm sure this is one of the major reasons they have also all held up well in resale value," says Bray.



*The Bray's new J/120 Pamela J is now sailing the Bay.*

"I can say unequivocally that the new J/Sprit boats have revolutionized my sailing and tremendously expanded my horizons and enjoyment of the sport. The J/120 is my third Sprit boat and it is the design technology, performance, and ease of handling that has kept me coming back to them. The J/80 was perfect for sailing Lake Tahoe and it was there that Pamela had her second sail ever in 40 knots of wind and gusting much higher. The quality of J/Boats proved itself again. The J/105 was a perfect Bay boat. Dry, fun to race and great for daysailing and coastal races. With the new J/120 I hope to do some racing, the Coastal Cup, Big Boat Series, and then, if it works out, head South to San Diego for some cruising, and do the Baja Ha-Ha in the fall."

"These new sprit boats are truly wonderful. They're fast in all conditions, pure pleasure to sail and you can enjoy the speed and fun with as few as two crew. Sailing these boats is so much more civilized without the enormous crews, the huge sail inventories, and with a boat that is so easy to sail in control. Pamela and I are both looking forward to many happy miles on the new 120. Some racing but also lots of enjoyable cruising. The great thing is with the J/120 it's easy to enjoy both."

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# LETTERS

## ⇓YOU'RE OKAY

My wife Jan and I just returned from a bareboat charter in the British Virgins. It was our first such trip and was just like we'd heard it would be — only better! But I guess anything would be great after 17° and ice in Illinois.

On our second day in the BVIs, we had so much fun sailing that we didn't get around to looking for an anchorage until pretty late in the day. As I started to drop the hook, I couldn't decide if I was too close to a much bigger boat. So as I was calling to Jan to motor us away, a voice from the big boat said, "You're okay, I'll take in a little chain and give you room to swing." This was a big relief as it was getting pretty late to start reanchoring all over again.

When I got back to the cockpit, I took a second look at the big boat and sure enough, it was *Big O*! So I immediately gave them the arms-circled-over-the-head *Big O* trademark greeting. When they didn't respond in a similar fashion, I had to tell them how disappointed I was. Well, that got a reaction from them, and now I've got them 'doing the *Big O*' on video to show all our friends in Illinois.

Just anchoring next to the *Big O* made us feel like cruisers first class. Although my wife did say, "If that woman comes out topless, you're going to bed!"

Bill and Jan Lorton  
Avon, Illinois

*Bill & Jan — Often times it takes so little effort to make life a lot easier on somebody else. While the Wanderer didn't happen to be on the Big O on the occasion you refer to, one of his favorite things to do when cruising is help other folks help unground their boats, assist them in Med-tying in tricky situations, and in general lend a hand. It's not only great fun, but it's good karma, and a great way to meet people — sort of like going around topless.*

## ⇓THE SAD FELLA

Criminy! Poor Dan Myers and his submarine-powered *Tuna Rama*. I'm sure that unfortunate scenario must have played itself out in the minds of your readers over and over again. I cannot help but think that one more chance and the sad fella might have managed to save the boat at least.

On a brighter note, congratulations on your biggest book ever! However in the world did you manage to fill up 240 pages of white space? Quite a noteworthy accomplishment, but no surprise to those of us who have more than a passing familiarity with your inimitable journalistic dash and *savoir-faire*. Go ahead, give your own bell one more little jingle for me, you deserve it.

Whitney Wyatt  
Minnie the Moocher, Pearson 23  
Pt. Richmond

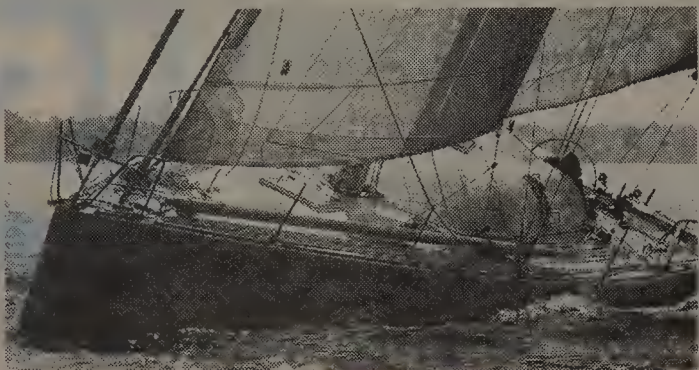
*Whitney — Thanks for the kind words. The biggest surprise in 19 years of publishing this magazine is that there's always been way more editorial material than we can possibly squeeze in.*

## ⇓SHORE BEHAVIOR IS ONE THING

Having crewed on several boats from California to Mexico during the '95-'96 season, it has occurred to us that unless the owner/skipper 'walks what he talks', then you don't have a chance of a successful passage. We feel that it's just as important for a potential crewmember to interview and get to know the skipper/owner as it is for the skipper/owner to interview them. After all, a few male and female skippers are just looking for a bunk-mate or a spare set of eyes to keep watch at night so he/she can get their sleep. As for your sleep, forget it!

When on shore or at an anchorage, you are truly at the skipper's mercy, and many of them neither show nor intend even the slightest common courtesy.

One guy we met was extremely knowledgeable and well-prepared



## IN THE GRUELING BOC, SOMETIMES THE FAX SPEAK FOR THEMSELVES.

Greetings from the Southern Ocean. I have to once again commend you on your excellent furlers. The furlers have continued to perform perfectly, and in the extreme cold down here they are indispensable. Last week I injured my back in a knock down and I'm gradually on the mend. The furlers allow me to adjust sails to suit conditions... a big problem if I did not have them on board or had less efficient equipment.

The Schaefer Furler is beautiful to look at, it looks right and it's a beautiful piece of machinery. Never any problems whatsoever. Rolls great.

The #1 big sail using the 2000 up front never needs a winch on a broad reach; you just don't need to winch it.

Tell everyone at Schaefer their furlers work great in a hurricane!

My preference is and will remain Schaefer Furlers only...on my future boats cruising or racing.

In May of 1995 Alan Nebauer and *Newcastle Australia* successfully completed the BOC after 27,000 punishing miles. During the race, via COMSAT®, Alan expressed praise and complete confidence in his Schaefer roller furlers, which endured gales,

knockdowns and even a hurricane without failure.

We congratulate Alan and urge you to consider

Schaefer whether  
you're sailing  
around the  
world, or merely  
around the bay.

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Visit our chandlery to see this creation of Svendsen's metal shop. Easily installed by you, the Universal Pole Mount is constructed of all stainless steel with an adjustable base for transom or deck mounting. The package includes a 10-foot pole for a wind generator, two seven-foot support legs with an adjustable collar, and mounting feet or rail brackets for the support legs. An outboard lifting arm and a universal radar mount with double antenna bracket are available options.

Stop by to check it out; Carston and Jeff have created a real beauty...

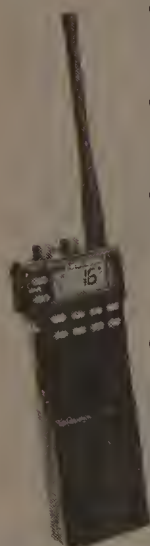


Wind Generator Mount  
**\$595**

Options:  
Universal Radar Mount  
**\$210**  
Outboard Lifting Arm  
**\$245**

**We're boaters too!**  
**Take advantage of all we have to offer.**

### **HX230S HANDHELD RADIO**



- Pocket sized 5-watt VHF with a battery level alert indicator
- Extra large LCD readout with backlit display
- Other features include scanning, priority scanning and 10 weather channels
- Optional external mic also available

**\$254.95**  
List: \$467



## Standard Communications



### **AS45 ANALOG SPEED INSTRUMENT**

- No wiring necessary; unit incorporates a unique impeller that generates its own power
- Large analog display presents boat speed up to 12 knots
- Installs easily into the traditional 4-inch cutout

**\$119.95** List: \$219



### **WS45 WIND INSTRUMENT**

- Inset LCD to indicate apparent wind speed
- Analog pointer shows wind direction with highlighted 30-60° close hauled areas
- Includes a lightweight, low drag 18-inch masthead transducer

**\$628.63**  
List: \$1099



### **DS45 DEPTH SOUNDER**

- Provides a large digital display of current depth
- Offers dual alarm settings with visual and audible warnings
- Features a trend indicator and backlighting with 3 levels of intensity
- Transducer not included; choose one of the six transducers that's right for you.

**\$217.77** List: \$399

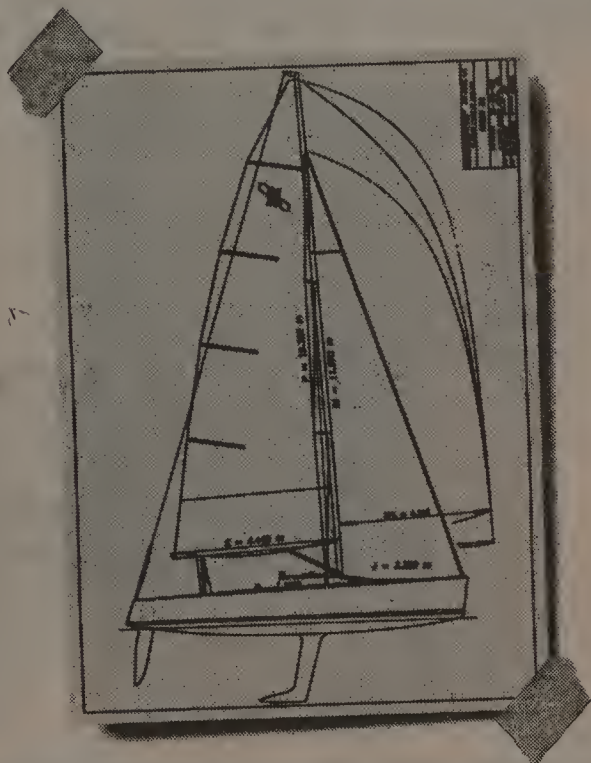
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After spending so much  
money on boat development  
we didn't have enough for our ad.

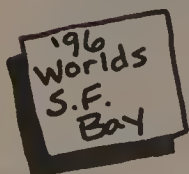


- ✓ No runners.
- ✓ Carbon fiber mast and pole.
- ✓ No overlapping genoas.
- ✓ Inboard engine.
- ✓ Strict one-design.
- ✓ Sail limitations.
- ✓ Owner-driver rule.
- ✓ Mast head or fractional spinnaker.
- ✓ (Asymmetrical or symmetrical)
- ✓ Fast.
- ✓ High stability.



We were operating on the "better mousetrap" theory. We built the best sailing thirty foot boat ever and we sold 50 of them even before we ran an ad. So we thought we'd just let the boat speak for itself. See your nearest Mumm 30 dealer for a test sail. It's amazing how much fun you'll have sailing again.

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 Nearest You.

Farr\* International  
 Annapolis, MD  
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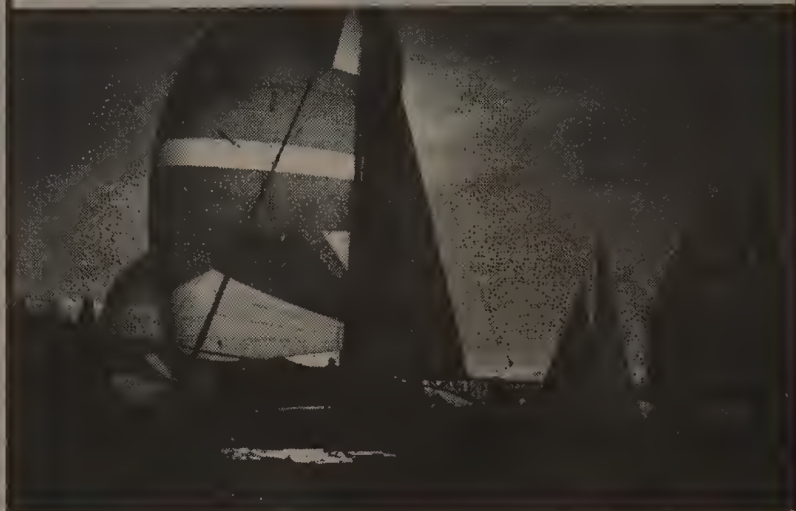
Lager Yacht Brokerage Corp.  
 Sausalito, CA  
 Tel. (415) 332-9500

Pirate Cove Marina &  
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 Portsmouth, RI  
 Tel. (401) 683-3030

Custom Offshore Yachts, Inc.  
 Riverside, NJ  
 Tel. (609) 764-8181

Active Yacht Brokerage  
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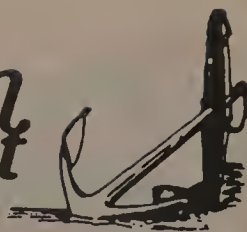
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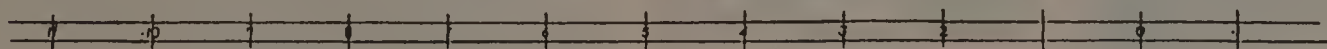
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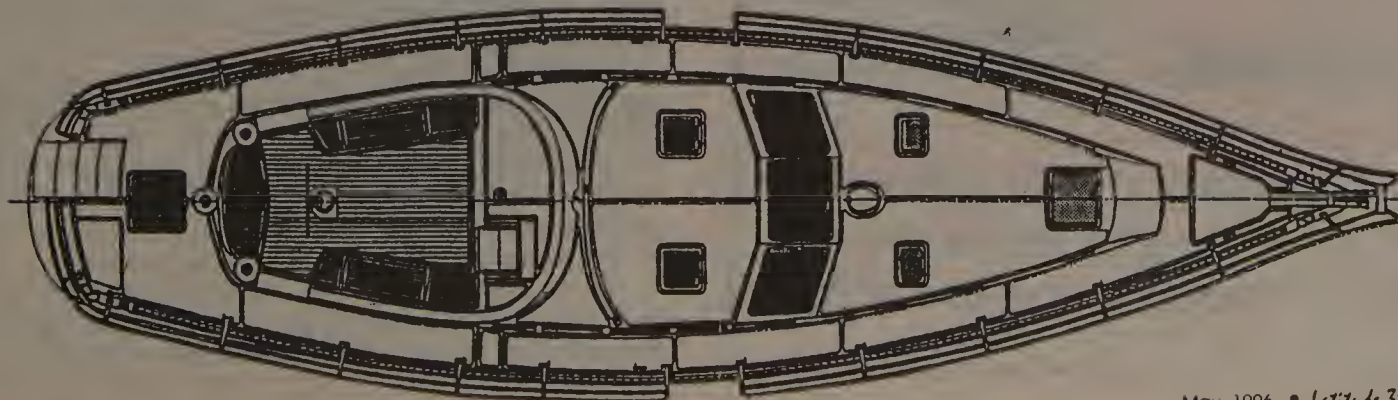
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## LETTERS

for going to sea — except he didn't have any of the standard safety equipment, such as jacklines inside and outside the cockpit. Such lines are extremely important at night, especially if anything goes wrong. The guy's boat was always in immaculate shape, everything in its proper place and in good working order. But there was no respect or trust in the crew, and that didn't help.

The second captain was the opposite: total disorder, with papers and charts everywhere. He got the boat prepared for a passage very quickly, and there never seemed enough time to test the engine, clean the interior of the boat, plan the trip with nautical charts and waypoints. The priority before leaving was not to get plenty of rest, but to stay ashore and get loaded; then get up the next morning and weigh anchor!

Everyone is different, of course, but having crewed to Mexico a few times now, it's been my experience that alcohol seems to 'flat-line' the brain waves.

We know that there are skippers out there who don't operate as the two mentioned above, but as you've stressed so many times in the past, bluewater sailing is serious business rather than a game. Shore behavior is one thing, but, it's hard to respect someone who claims to be an expert at sea, but is a disaster in port. Please respond!

J.T.W. and M.X.  
Southern California

*J.T.W. & M.X. — There are so many variables to the skipper/crew dynamic that we hardly know where to begin. Should crew interview and get to know an owner/skipper they might make a passage with? Certainly. The more you've sailed with the skipper prior to a passage, the less likely you'll be unpleasantly surprised while at sea.*

*Do some owner/skippers take on crew to have a bunk-mate? Of course they do — just like guys wine and dine women ashore to encourage them to join them in the sack. The pivotal question is whether or not the potential bunk-mate is aware of their expected role, and if they don't know and refuse to comply, whether they are punished for it. This is one issue that absolutely needs to be clarified before the docklines are cast off.*

*Do some skippers take on crew primarily to have an extra set of eyes? All the time. Depending on how the crew is otherwise treated, we don't see anything wrong with it.*

*Are crew pretty much at the mercy of the owner/skipper when at an anchorage? Yes, even more so than 16-year-olds trying to get the car keys from their parents. The freedom to go where and when you want is perhaps the main reason why people work so hard to buy their own boats, and why the Wanderer would much rather be captain of his own 25-footer than crew on someone else's 100-footer.*

*There are good skippers all the way across the compulsively neat to total slob spectrum, but we would avoid sailing with anyone at either extreme. To each their own, but the Wanderer wouldn't sail with someone just because they didn't have jacklines. Nor would he not sail with someone just because they got loaded the night before they took off for Mexico and hadn't looked at the charts or plotted waypoints. All of these would be factors in the decision to join a boat or not, but not the major ones. By the same token, the Wanderer wouldn't look down on potential crew who declined a berth on those grounds alone, because you should never sail on a boat you're not comfortable with.*

*It's the Wanderer's observation that booze has ruined more cruises and cruisers than any other single thing. Enjoy alcohol judiciously and it can make some cruising experiences better; abuse alcohol and it can ruin your entire life and the lives of your friends. Make no mistake, the Wanderer drinks from time to time, and on appropriate occasions even gets bombed. Nonetheless, he'd never join a boat on which he thought booze was going to be even a slight problem.*

*The Wanderer shudders at the notion that ocean sailing is "serious business"; he goes sailing to get away from business and to gain perspective on 'serious' issues. All the Wanderer's sailing is dedicated*

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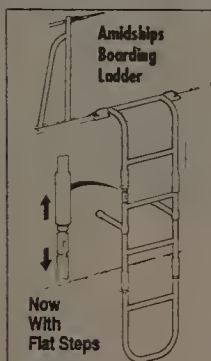


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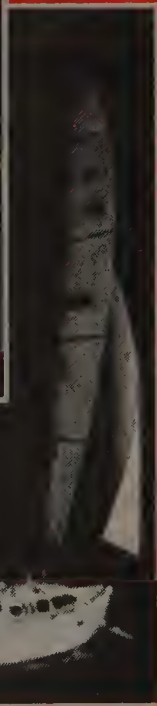
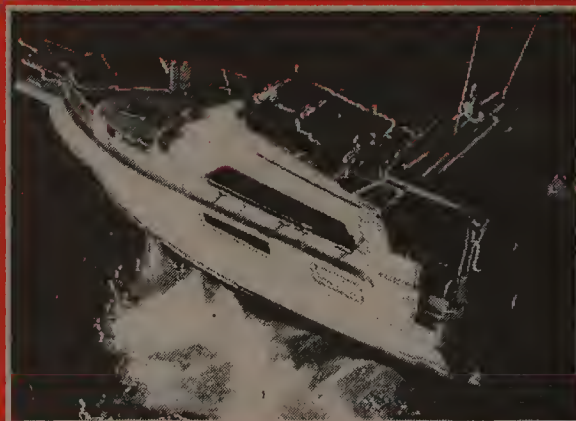
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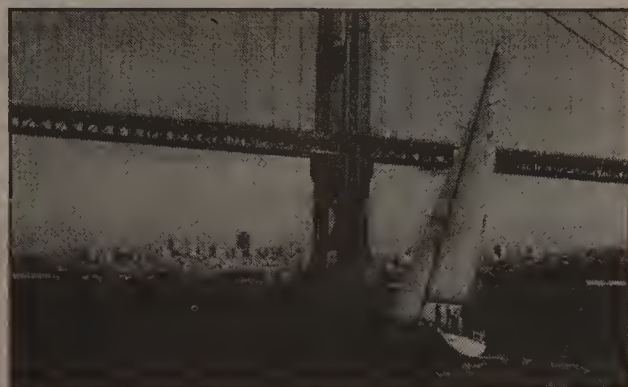


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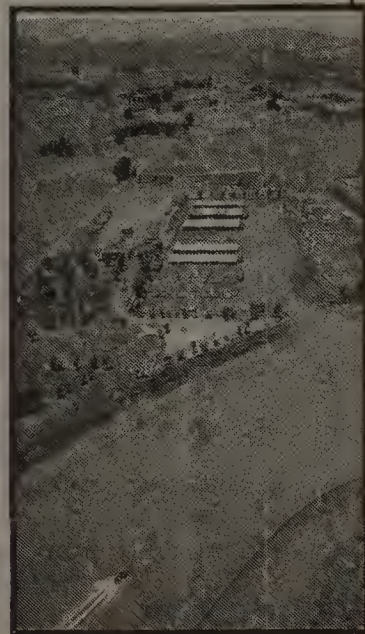
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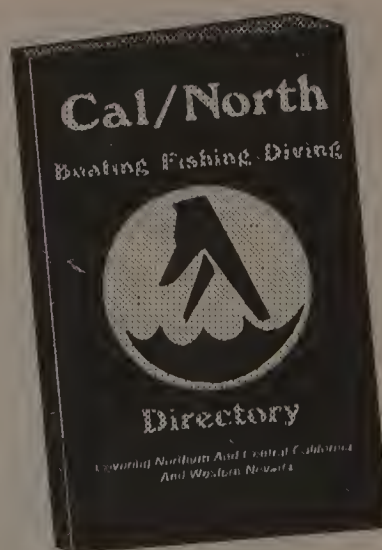


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**YOUR BOAT:** Grimy, oxidized gelcoat nonskid deck, black/colored gelcoat striping not restored by buffing. Black, gummy vinyl fenders that are stiff and yellowed. Vinyl seating of various colors that is chalky, faded and becoming stiff. The white vinyl is becoming yellowed. Baked on adhesive from tape and vinyl decals, hull scuff marks, gobs of sealer on the upholstery and several paint/varnish spills and overspray. Paint and oil on the carpet. **THE TOPSIDES:** Need painting/varnishing but time is short and there is no good method for masking awkward surfaces such as nonskid deck, stanchions and upholstery. **THE ENGINE:** Needs degreasing and painting and there are many awkward parts that need masking. **INFLATABLE DINGHIES:** The hypalon dinghy is chalky and grimy with surface bleaching. The vinyl dinghy is gummy and oxidized. You need something that will restore underlying color and can slow aging. Both dinghies have painted lettering and adhesive decals that need removal without damaging the fabric. They need patching but most cleaners contain wax and silicone, reducing adhesion.

**PROBLEMS SOLVED:** **ISLAND GIRL PINK™ Cleansing Lotion.** Still fume-free but now faster acting and more versatile. Removes oxidation, sealer, overspray, etc. Cleans carpets too! **SEA GLOW™ Cleanser/Conditioner.** *'SEEING IS BELIEVING!'* Unique formula cleans and restores suppleness, whiteness and brightens color of vinyl and other plastics. **CRYSTAL CLEAR™** also cleans and conditions but designed for pastel shades. **HAWAIIAN BLUE MASKING GEL.** *Time in a bottle!* Masks areas difficult or impossible using tape. Easy application and fast removal by water jet.

"...Reviewers Choice: ISLAND GIRL™ Cleansing Lotion worked best on the hypalon inflatable (versus 8 other products) and is excellent for a multitude of other uses, such as cleaning fenders (better than acetone we found) and pretty much everything else."

— Reprinted from Longitude 122, California, July 1995

"...ISLAND GIRL™ Cleansing Lotion was very effective in cleaning the chalky residue from hypalon inflatables (sometimes difficult in the past) and also removes the sticky surface that forms on PVC boats. We also found ISLAND GIRL™ effective in removing yellow cast from the surface of an older white PVC inflatable. We also tried ISLAND GIRL™ on a few other projects (dirty lifelines, fenders, electrical cables) and were very happy with the results. Of the many products that we sell, ISLAND GIRL™ is a stand-out performer."

— Sharus Marine, Dana Point, CA

"...New ISLAND GIRL PINK™ Cleansing Lotion was applied to the oxidized surface of a computer monitor that had been exposed to the sun for some years. After a few minutes, the oxidation could be removed by a quick wipe with a paper towel. We know of no other product that can remove oxidation without the use of abrasives and much rubbing. SEA GLOW™ also cleaned and whitened the vinyl of an old shop-display fender."

— Downwind Marine, San Diego, CA

"...The main reason that many of our customers bought the product was for use on nonskid decks. One customer stated that ISLAND GIRL™ removed the chalk and grime where nothing else had worked."

— Al's Marine and RV, Redwood City, CA

"...The second story concerns a sales visit by the company representative of a large, well known corporation that manufactures cleaners. I did a side-by-side comparison of their products against ISLAND GIRL™. The rep left in a very disappointed state."

— Discovery Bay Chandlery, The Sacramento River Delta, CA

"...We now use SEA-GLOW™ and ISLAND GIRL™ in our boat detailing business, since we can now save time and yet produce dramatic results."

— QC Services, Newport Beach, CA

"...I had been seeking a cure for a difficult cleaning problem, i.e., removal of a sticky kerosine residue from the surface of my balloon-type red fenders. I had tried acetone, MEK and a number of other cleaners with no success. ISLAND GIRL™ removed the residue and left a clean, new-looking surface with very little effort. Needless to add, I'm sold on the product."

— L. David Newgan, S.V. Orea, San Diego, CA

"...We purchased new ISLAND GIRL PINK™ at the San Diego Boat Show to remove paint from our Avon dinghy. It worked like magic, just as claimed."

— Loretta and Dick Ark, S.V. Cowboy Hatt, San Diego, CA

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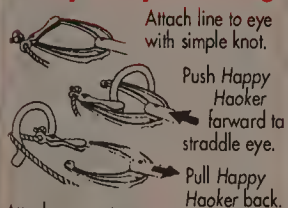
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## LETTERS

to the proposition that pleasure and responsibility aren't mutually exclusive, but actually enhance each other.

### THE OLD NAME STILL PROUDLY DISPLAYED

As another one of your very satisfied non-paying customers, I would like to correct a statement in your report on the Three Bridge Fiasco — and pass on a thought to those selling their boats but wanting to retain the name.

I sold my Newport 30 *Yachyd Da* to Jack Gill in 1992. At the time Jack told me he would be changing the name, so I didn't include a provision to that effect in our sales contract. When I bought my next boat, a Sceptre 41, I noticed my old Newport 30 docked at the marina with its old name still proudly displayed! Being creative, I decided to name my new boat *Yachyd Da II*.

What does this all mean? First, if you want to keep your boat name, put that requirement in your sales contract. Secondly, if you forget, at least give the buyer the history of the name. In the case of *Yachyd Da*, it is indeed a greeting, but Welsh rather than Swedish.

Finally congratulations to Jack and *Yachyd Da* on their first place finish in Division IV of the Three Bridge Fiasco.

Terry McLoughlin  
San Francisco

### SUNDAY THEY REDEEMED THEMSELVES

It seems like every time my wife Elaine and I have gone sailing on the Bay the last few years, we've seen the tan and green Sheriff's boat rippin' around, apparently going nowhere fast. "There's our tax dollars at work!" I'd say. "I guess they're out on a training session for the female deputies again. Have fun, kids."

Well, last Sunday we were heading out the Richardson Bay Channel for a quiet few hours on the boat, when what do we see but two jerks on those damned jet skis coming down the 5-knot channel at about 50 miles an hour. I could see them looking over at us and wondered if they would do their amazing trick of circling our slowly moving sailboat to show us how fast they could go. But they decided to continue on toward Caruso's.

I was in the process of gently describing their heritage when Elaine said, "What's this?", and pointed forward. Lo and behold, the Sheriff was coming after the jet skis with all lights blinking. As he caught the now idling craft, we could hear his siren and loudspeaker horn telling the nasty lawbreakers to pull over. We gave the Sheriff a big hand — as did a couple of kayakers who were hooting and hollering alongside of us.

We often ask, "Where are the cops when you need 'em?" Sunday, they redeemed themselves in our eyes, by squashing those two nasty little bugs.

Bob Johnson  
Grace, Nor'sea 27  
Sausalito

### A BLIND AND DEAF MENACE

Reference is made to letters advocating better running lights for yachts and your comments concerning the Coast Guard's penchant to remain determinedly behind the times. Discernable running lights on sailboats would be an improvement, but I believe that most collisions between sailboats and ships at sea are caused by inadequate watch-keeping on the ships, pure and simple. I have some experience in this area. Before settling down to my law practice, I shipped out for decades as a merchant marine officer on all kinds of vessels, mostly under the American, but also under the Dutch, Norwegian and Liberian flags.

Poor watch-keeping is not a new problem, but in the past 10 years it has taken a turn for the worse. Lookouts aboard ships were largely abandoned in the '50s. When the mostly American and Greek-owned flag-of-convenience ships did away with traditional seamanship, the seafaring European nations followed suit in order to keep their

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## LETTERS

shipping competitive. The U.S. Coast Guard and Federal Communications Commission — the two agencies setting standards of watch-keeping and equipment for U.S. ships — were not far behind.

Today few ships post a lookout. Some do not have an operational radar or turn it off at sea. Although U.S. bottoms maintain higher standards than foreign flag vessels, visual watch-keeping is at best sporadic and often more a paper entry than actual practice.

On most ships there is an excessive reliance on radar and good fortune. The bridge watch procedure will consist of periodically checking the radar and occasionally looking out through the windows of the wheelhouse. Worse, on a growing number of automated ships, one person constitutes the *total* watch. There is then complete reliance on the collision avoidance system (CAS).

The CAS, in conjunction with other electronic systems, is effective in preventing collisions with ships, islands, headlands — in other words, objects that pose a danger to the vessel and thus the owners and insurers. CAS is not at all effective in avoiding collisions with small craft, but these present no hazard to the ship. The shipping and insurance companies — and the government agencies that are in their pocket — can therefore ignore the problem. Cynically, I might add that dead men tell no tales — especially not those from primitive craft in remote areas.

The CAS is only as good as the radar whose targets it interprets. In rough seas, squalls or heavy rain, even a properly adjusted radar may not detect a yacht until within a few miles, if at all. Even if the mate on watch responds at once to the CAS alarm, there is little time when making 20 knots to react, evaluate, and take evasive action. Disregarding the speed of the yacht, you will note that it takes a ship at 20 knots only six minutes to close a distance of two miles.

Mates are also reluctant to make drastic course changes or stop engines impulsively. Likely there is a delay before he responds to the CAS. As the sole watchstander, he may be checking the charts, making a log entry, visiting the head or making coffee. Each of these activities could slow his response time. Of course, if the radar failed to pick up the sailboat or did so too late, response time becomes academic.

Whether lawful or not, the burden of avoiding a collision with a ship rests almost entirely with the small craft. Mounting a radar reflector is the first step to take. Installing a radar alarm or radar could be next. I sail on the ocean, not infrequently singlehanded. By choice I am also something of a purist. Yet I have installed a radar because I have no confidence in the watch-keeping aboard ships. As far as the sailboat skipper is concerned, a ship is best viewed as a blind and deaf menace. Of course, it does not help if the sailboat is also blind and deaf.

How has this situation come about? The explanation is three-fold. First, there has been the rush to cut costs and crew. Second, only in recent years have hundreds of yachts begun to make ocean passages. Traditionally, a ship would hardly ever encounter a small boat on the open ocean. The increased risk of colliding with small craft has not yet been fully calculated as an operating cost. Third, government officials and shipping executives who have never gone to sea have — lock, stock and barrel — bought the exaggerated claims of manufacturers of electronics and automation equipment.

Corporations control the government agencies that could put a stop to this. Corporations own and use ships, but do not make ocean passages under sail. Have you ever seen the Coast Guard or the FCC board a foreign flag ship in order to investigate watch-keeping procedures? Have you ever seen these agencies — particularly the FCC — balk at replacing a human watchstander with a machine, whether it works or not? I have not.

Louk Marinus Wijsen  
Mechaieh  
Alameda

*Louk — That fact that you've spent a lot of time on the ocean*

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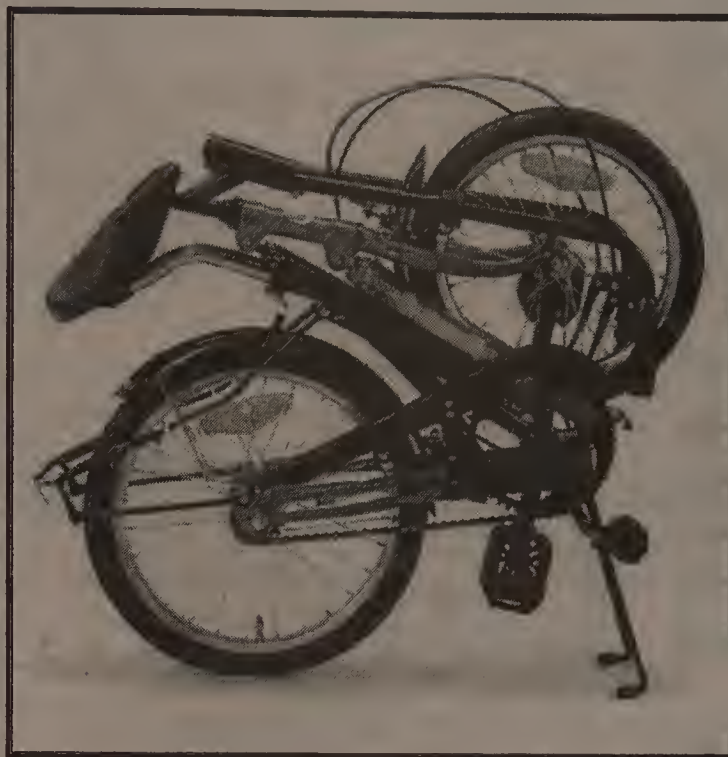
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## LETTERS

aboard both large ships and your own small boat means that your opinion carries a lot of weight with us. We appreciate your comments — especially your opinion that the burden of avoiding a collision rests entirely on the small boat. Perhaps not legally or morally, but certainly realistically.

### ⇓ I DON'T SLEEP WELL UNTIL I GET EXHAUSTED

After having made the trip to Mexico four times and back I would like to pass on a few tips to future travelers.

I am amazed when I see radar screens mounted below deck with no option to mount the display in the cockpit where the watch is or should be. On one trip up the coast, I spotted a target on my radar that I thought might be a ship. I called the boat we were traveling with to see if they had spotted something, too. His answer was, "Let me go below and take a look. (Pause.) Yep, I see it all right."

While a radar mounted below at the nav station looks impressive, it loses its function when the person on watch cannot monitor it from his normal position. This also applies to those who say they can see their radar from the cockpit. True, they might be able to see their radar, but they wouldn't be able to 'read' the small screen.

Second, if you'll be sailing into lightning territory, don't build your electronics in so that access to the back is difficult. More than a couple times I have had to quickly disconnect my radios — this means all connections and not just the antenna — to keep lightning from possibly destroying them. While I've never gotten hit by lightning, I was able to take some preventative measures that cruisers with difficult access might not have been able to take.

Lastly, I'm one of those people who, if it's my boat and I'm in charge of her safe operation, doesn't sleep very well until I get exhausted. The radar in the cockpit was a great help because the on-watch — my wife or daughter — had a great set of 'eyes' to aid them when visibility was reduced and thus could make better decisions sooner. But that did nothing for the noise down below. All those sounds of wind, waves, creaks and clunks was enough to keep me from getting the sleep I needed.

The solution may be obvious — ear plugs — but I had only used them when entering the engine room or in other very noisy areas. But while in La Paz and discussing this problem with friends, one mentioned using ear plugs and offered me a pair. I declined his well used plugs, but thought the idea had merit. With a nice comfortable set of ear plugs in place, the wind seemed to drop in half or more, the waves crashing on the side of the boat and all the other noises disappeared into a comfortable sleep.

Rick Oliveira  
Tortuga  
Alameda

Readers — Oliveira is another professional mariner who enjoys cruising with his family in his spare time. He speaks with the benefit of a huge amount of experience.

### ⇓ THE FARALLONES ARE UP FOR GRABS

Your short April Fools item about the French and the Farallon Islands knocked me off my captain's chair — until I got to the punch line at the end. I know that you folks are up to speed on a lot of behind-the-scenes scuttlebutt, but at first I had to re-read that story because you almost had hit on the real story.

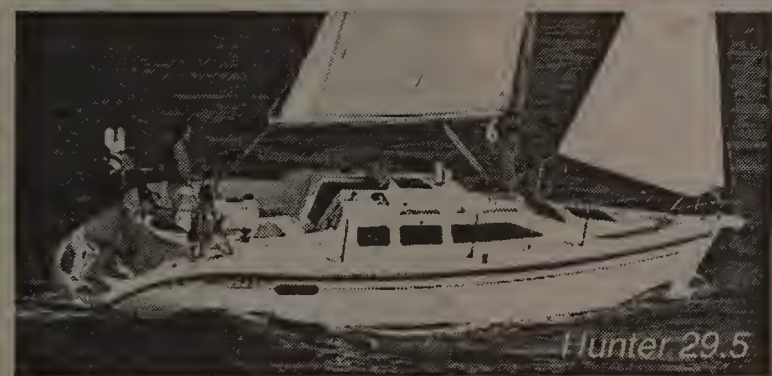
The other day I stopped off at the new location of Bouncers Cafe on 3rd Street, and the place was full of the business types who make San Francisco what it really is. I struck up a conversation with a lady who just happened to be wearing a knock-off copy of your original 1952 T-shirt with the logo 'As The Wind Blows So Do I'. (Or something like that — it was hard to read because she had the shirt tucked into her leather mini shorts.)

Anyway, she told me that, yes, the Farallon Islands are up for grabs. The city of San Francisco is working with the Immigration and

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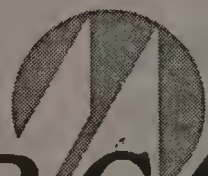
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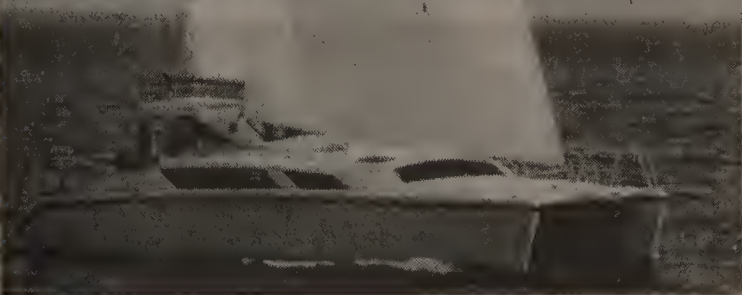
  
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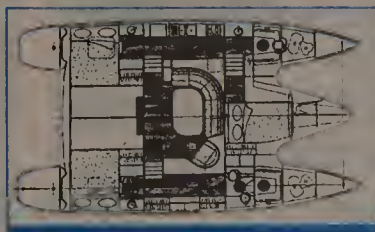
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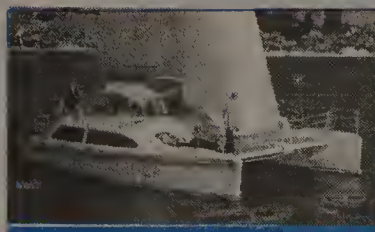
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## LETTERS

Naturalization Service to lease the islands to the Chinese government to operate as a holding location for illegal Asian immigrants. The location is ideal because the Chinese government would have control over the islands, and the people placed there would be under the Chinese government's 'work-for-your-keep-program', known as WORK KP.

As part the agreement, the Chinese government would provide California — in a program worked out with Governor Pete — with patrol services to help the Fish & Game Department track down illegal fishing in the Bay and along the coast. They will also use the island as a wash down area for foreign ships that show signs of radioactivity. The Governor has personally handled the problems of the EPA and BCDC by never letting them see the details of the deal.

J. Morrow  
Alameda

*J. — Nice try, but your story is just too unbelievable. Next you'll probably try to tell us that there are 46,000 rusting barrels of radioactive waste out by the Farallones. Har, har, har.*

### THE TRANSPONDER SOLUTION

Concerning the issue of inadequate nighttime visibility of small craft and the danger of collision, I have a question about a possible solution that almost seems too obvious.

As all pilots are aware, many planes carry transponders. Upon receiving a radar signal, the transponder emits a stronger than normal signal, which greatly extends its range. A transponder signal from a small boat would show up like a light bulb on a radar screen. I don't believe transponders are terribly expensive or use a great deal of power.

Another interesting device is a RACON. When placed on bridges and other objects the Coast Guard doesn't want ships to hit, they show up as a series of 12 bright dots on a ship's radar screen. Some oil rigs in Southern California, for example, emit a signal that's almost blinding on a radar screen.

RACONS and transponders — are they the same thing? — can be coded to emit a distinctive signature so that different classes of craft can identified by their transponder signal, thereby providing an estimate of speed.

Please explain why we can't utilize this apparently simple solution?

Tim McCormick  
Sidonia  
San Diego

*Tim — Emergency versions of such transponders are now required in the liferafts of commercial vessels, so it would seem that the only obstacle to the use of modified versions on recreational boats is the red tape of the Coast Guard and FCC.*

*Check out this month's Sightings and you'll see you're in good company in proposing this simple solution.*

### NESTING, MATING, STABLE

A March '96 copy of *Latitude* found its way aboard *Magic Dragon* in New Zealand the other day. What a delight to have an up-to-the-minute issue for a change.

In *Letters*, which I usually read first of all, I came across two responses to an earlier inquiry from the Cesanas for a nesting dinghy. I've got another.

Stowaway is a nesting, mating, stable, shallow draft yacht tender specially designed for cruising sailboats. Each section is a rowboat on its own — 6½ and 7½ feet. When joined together, the resulting 14-foot runabout will plane two or three people with as little as a 6 hp outboard, or can be rowed with single or double oars, or can be sailed.

For more info on this build-it-yourself nesting dinghy, contact Stowaway, 1405 Priscilla Lane, Newport Beach, CA or phone Dawna

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## LETTERS

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Jane DeRidder  
Magic Dragon  
Kerikeri, New Zealand

*Readers — Most nesting dinghies we're aware of seem a little on the short side for serious cruising. The 14-foot, when combined, Stowaway seems to overcome this, ahem, shortcoming. It's also the only one we've seen that's double-ended, which seems like it might be a big plus if you want a dinghy that rows and sails well.*

### ↓↑DISTILLED OUR LIVES TO WHAT SEEMS IMPORTANT

Being new to the liveaboard life, my wife and I are still evolving to a simpler lifestyle. We have disposed of a lot of 'stuff', and distilled our lives down to what seems important for now. After living the typical Marin County consumer's lifestyle, it's satisfying to buy only what we need, and use what we have. A new concept for us.

The point of my letter is to ask your readers if the habits, tastes, wants, and needs of the liveaboard and cruising lifestyle endure when liveaboards move back into traditional dwellings. Out of all the liveaboards and cruisers I have met, they all expect to be back on land at some point — but none seems to know what to expect. I would like to hear some first hand accounts.

Name Withheld By Request  
Sausalito

*NWBR — After four years of living aboard in Sausalito, the Wanderer and his then pregnant first ex-wife moved into an 1,800-sq. ft. — i.e. rather small — three-bedroom house in Tiburon. Having little furniture and being unsure what to do with the seemingly endless space, at first the couple slept on a double bed in front of the fireplace in the front room. Eventually, they ventured farther afield, moving the bed into one of the tiny bedrooms. The remaining bedrooms didn't get any use until the two children were born.*

*The Wanderer, who continues to live in the house with his 15-year-old daughter and 13-year-old son, still thinks the sparsely furnished little place is too big. As soon as his son moves on to college, the Wanderer is moving back aboard, a lifestyle he believes is far easier on the environment, his wallet, and his psyche.*

*The lasting affect of living aboard? For the Wanderer it's realizing how few material items you really need — or want — and how much consumer stuff is purchased simply because it's there to buy on the shelf. He sometimes wanders through a mall and wonders to himself: 'Who buys all this crap?'*

*Since the Wanderer admittedly doesn't care much for regular houses, it probably would be good to hear what other former liveaboards have to say.*

### ↓↑LENDING LIBRARIES

In all the Wanderer's travels, has he or anyone else discovered any lending libraries for cruisers at ports or marinas in Mexico? I have several hundred novels that I would like to donate to such a library. I once visited such a place in Hawaii where cruisers could exchange books one-for-one.

If you know of anyone who might be interested, please provide them with my address.

Michael A. Meyers  
33285 Angeles Drive, Box 8212, Green Valley Lake, CA 92341

*Michael — It would be harder for us to think of a marina in Mexico where there isn't a book exchange for cruisers. Alas, they are always in need of restocking because cruisers are quick to trade bad books for good ones.*

*If you want a particularly good time and place for the books, we suggest Lucina's Broken Surfboard Tacqueria in Cabo. If you can get them to Cabrillo Isle Marina in San Diego in late October, we'll make*

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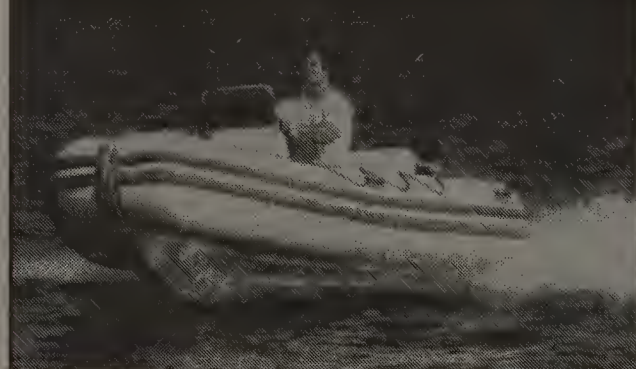
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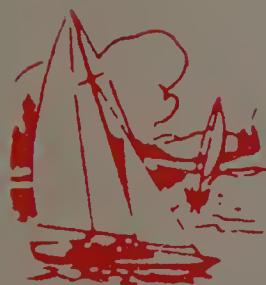
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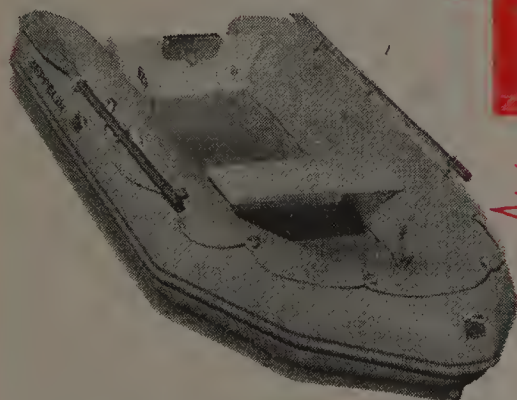
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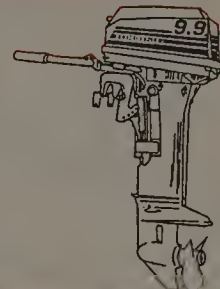
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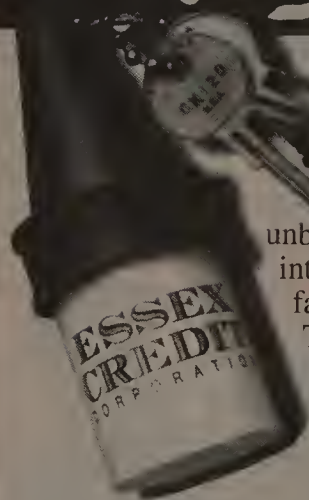
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## LETTERS

sure they travel with the Baja Ha-Ha fleet to Lucina's. A tip of the Latitude hat for your generous offer.

### NO BETTER TIME THAN THE PRESENT

While you're on the subject of small craft safety at sea, the safety concerns associated with towing operations and small craft traffic have recently prompted the Coast Guard to solicit public comment on the adequacy of the lighting prescribed by the Navigation Rules For Towing.

The Navigation Safety Advisory Council (NAVSAC) — I love a good acronym — is currently considering public comment assessing the number of incidents of collisions or near collisions that relate to the lighting of tugs with barges. They'd like, if necessary, to come up with corrective measures.

The committee is especially interested in comments regarding the lighting of barges towed astern, and the lighting of long expanses of barges pushed ahead.

The concern with barges towed astern is that a vessel approaching the barge might misinterpret or fail to see the currently prescribed lighting, and thus not be aware of the presence of the barge and its towing hawser. Since barges pushed ahead are not required to carry lights between the lead barge and the tug, the concern is that the unlit expanse of barges — which can exceed 1,000 feet — could cause a visual disassociation between the lead barge and the tug. It's also of concern that the barges might otherwise not be seen, or the extent of the array not realized, when viewed from the side.

One suggestion under consideration is to expand the use of the yellow flashing light carried by the lead barge in a pushed ahead array. A flashing yellow light on barges towed astern would be a much more positive indication of their presence. Another suggestion is for tugs towing barges astern to indicate, through the use of three masthead lights, that they are doing so — regardless of the length of the towing hawser. Currently no masthead lights are carried, which is the same as when pushing ahead or towing alongside — unless the length of the towing hawser exceeds 200 meters.

In my opinion, there is no better time than the present to request that the Coast Guard NAVSAC expand their efforts to include the study and implementation of corrective measures related to commercial vessels, particularly ships on the open seas that fail to see or properly identify small vessel traffic. Once included, comment on this issue from the commercial side would most likely be sought. Wouldn't that be illuminating?

With a few positive letters we can get this done . . . without having to send anyone's panties to anyone. So please join me in contacting: Commandant (G-N), U.S. Coast Guard, 2100 2nd St. SW, Washington D.C. 20593-0001. Or, fax (202) 267-4674.


Phil Gaspard  
Invictus  
Newport Beach

### JUST TAGGED ALONG

In your June '94 issue, you had a feature about the Wanderer's trip in the Sea of Cortez aboard *Big O*. To illustrate the story, you ran a photo of the 'cruiser shrine' at San Juanico. One of the markers shown was from our '69 Cal 34 *Black Jack*, which we cruised in the Sea, the Mexican mainland, and 'inadvertently' to the Panama Canal and back, between December of '88 and June of '92.

(I say 'inadvertently' because we had no plans to sail to the Canal; we just tagged along with buddy-boats that did. However, when we got to the Canal, it was like a door shut, as we had no desire to continue on into the Caribbean — despite our friends' arguments that it was twice as far back to California as it was to Florida.)

If all goes well, we hope to leave Catalina next March and head back to the Sea of Cortez and add another year or two to our marker at the shrine. We still have no plans, but who knows, we may again find ourselves at the Canal — and this time beyond it.



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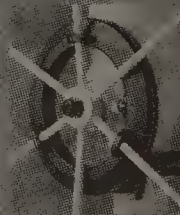
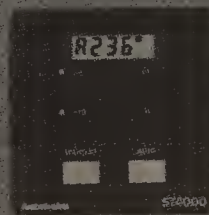
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## LETTERS

Living on the west end of Catalina has been almost like cruising in that we've met lots of good people and we've escaped having to work among the frantic freeways and smog of Los Angeles. We hope we will be missed, but I know my being here will have been appreciated if I could convince you to start sending some of your great magazines to be distributed here at our General Store.

During the winter, our population drops to about 65 — not counting pet pigs, goats, cats, dogs, and birds (including ravens). However, we are all mariners to some degree, and many are ex-cruisers, so we fight over what few *Latitudes* show up in our free lending library at the Store. In the summer, it's a different picture, as Two Harbors plays host to hundreds of yachts and campers every day, during which time *Latitude 38* would get a lot of exposure.

Terri Bailey

Doug Bombard Enterprises  
General Store, Two Harbors, Avalon

Terri — Thanks for the kind words, we'll see what we can do.

### ⇕ SLOOP VERSUS KETCH

Has it really been over three years now? I guess I've been having too much fun to keep track of time. In any event, I thought I'd check in with an 'aloha' and to ask a question.

I bought *Spellbound*, 41-foot Seawolf ketch, about four years ago when I became a defense industry casualty. The crossing over to Hawaii was the first for both myself and my crew, and it was quite an experience. I've been very pleased with my ketch, as she performs really well, is very stable, dry, warm, and does exactly what she was designed for. We've used her to watch both the finish of the TransPac and the Singlehanded TransPac up close. We've also done lots of sailing between the islands that's been fun, fun, fun! I now have a permanent slip at Kauai's Nawiliwili Harbor, and have been working steadily since I arrived. Life is very good.

But I have a question that I hope either you or Max Ebb will be able to answer for me. It has to do with the performance of — gasp — sloop versus ketch rigs on identical hulls. My question is prompted by statements such as: "Why are you carrying the extra sail (mizzen), it's not good for anything?" Or, "I owned a ketch one time, and brother, I couldn't wait to get back to a good old sloop rig because it's much faster and points higher."

My reply has usually been, "Well, you were probably trying to sail the ketch like you would a sloop, and not sailing her to her best advantage." To which they respond, "If ketches were so good, why don't you see them in the big races like the Whitbread, the BOC, or the America's Cup?"

This is where the conversation gets bogged down. Can you please compare the relative sailing performance of a sloop versus a ketch? I don't care what the right answer is, I just don't like to argue, and know that both you and Max will 'tell it like it is' — and that's good enough for me.

Again a warm 'aloha' to everyone; the flowers smell wonderful!

Dale, Marina and Nils Thomas  
*Spellbound*  
Kauai

Dale, Marina & Nils — It's great to hear from somebody who is delighted to be alive as we are. Good on all of ya!

If a Swan 65 sloop races a Swan 65 ketch, the more efficient sloop should win to windward, the mizzen staysail equipped ketch should excel on a reach, and it should be pretty much a toss-up between the two going downwind.

In all-around conditions, the sloop would excel, but racing boats are built for specific conditions. The maxi division of the last Whitbread, for example, was won by a ketch; Grant Dalton's Endeavour. Overall honors in the previous Whitbread went to Steinlager, Peter Blake's ketch. The Whitbread is primarily a reaching

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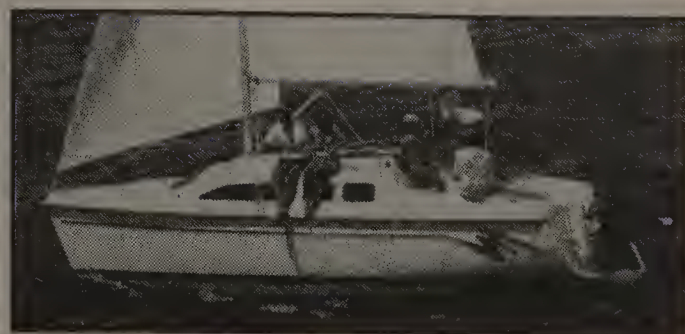
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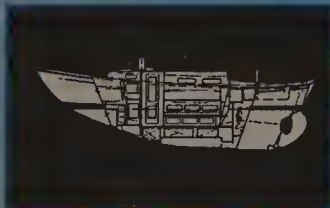
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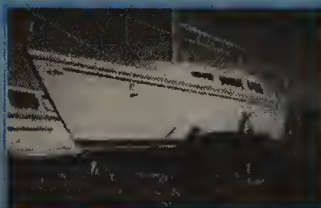
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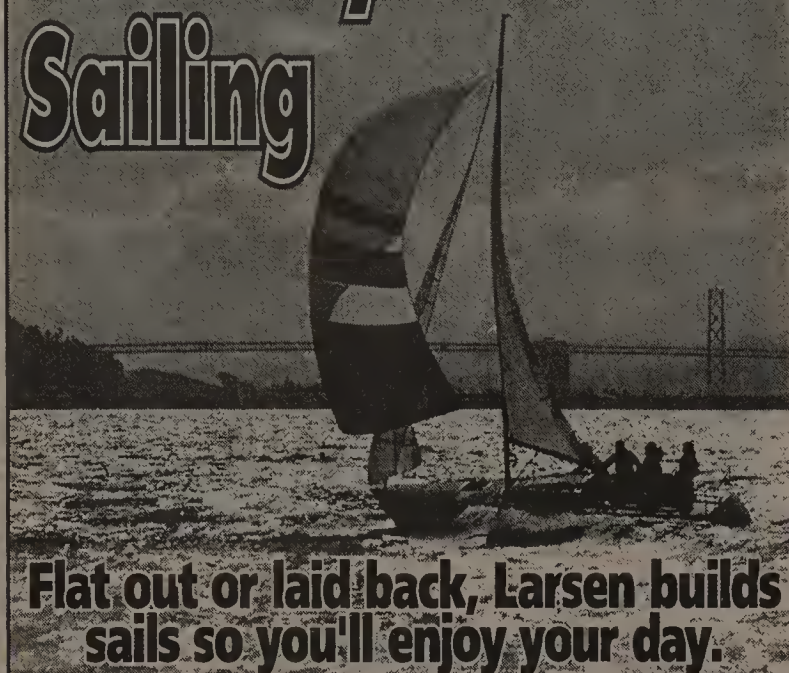
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## LETTERS

race, so it stood to reason. The America's Cup, on the other hand, is all upwind or downwind, so ketches need not apply.

In addition to superior performance in a wider range of conditions, sloops are less expensive because they need one less mast and one less sail. On the other hand, ketch sails are smaller and easier to handle, the mizzen staysail can be a hell of a lot of fun to fly, and most non-racers prefer sailing on anything but beats and dead down-wind runs.

In the final analysis, there are good reasons to chose the sloop rig and good reasons to choose the ketch rig. It's up to each person to decide which reasons are most important to them.

### ⇅ THE 'Y FLAG' CONTROVERSY

You requested responses from the racing community and yacht clubs regarding the use of the 'Y flag' — which requires that lifevests be worn during regattas.

As a frequent racer (co-skipper of *Blue Max*), member of the Berkeley YC Race Committee, and Staff Commodore, I am responding from a strictly personal perspective — not to be construed as an official position of the Berkeley YC! In fact, our club is so diverse that I'm sure no one speaks for anyone else.

Disclaimers aside, the Berkeley YC takes the issue of racing safety very seriously. Victoria Day, the young woman lost off a Merit 25 during last year's Vallejo Race, was the only daughter of a member. Larry Klein was a mentor for many of our sailors. We have had many discussions regarding the 'Y flag' in the last year, and the net outcome is as follows:

— The first line of responsibility lies with the individual. Sailors need to rethink their safety margins, their sense of what is 'cool'. Northern California water is cold. Your ability to swim is not as important as the ability of a boat and a crew to help you out of the water, and your ability to conserve your heat and strength until help arrives. *Latitude* is doing a fine job of emphasizing photos of 'hot boats' with folks wearing safety gear.

— The second line of responsibility lies with skippers. On *Blue Max*, we require all crew to wear their PFDs unless conditions are really benign.

What is the role of the race committee — and the yacht club — in 'dictating' the use of PFDs? This is where the discussion gets touchy. At our club, the race committee flies the 'Y flag' liberally during club races, automatically if we are running an educational program, and hardly ever if we are running a major regatta, deferring instead to the skipper's judgment.

So if the flying of the 'Y flag' during regattas becomes silly — as it did this winter when one boat got another tossed for not wearing vests in a drifter — where does the responsibility of yacht clubs and race committees fall? I think it's in educating individuals and skippers, and providing opportunities to have fun while testing safety skills.

For the last two years, Berkeley has had an annual Safety Seminar, demonstrating man-overboard drills, recoveries using Life-Slings, videos of return techniques, ocean safety equipment, and other safety issues. With the help of Shelly Taylor, Victoria Day's mother, we created a new annual award, the Victoria Day Safety at Sea Award. It's presented each year to the organization or individual contributing most significantly to safety education.

This year, we are undertaking a new regatta on October 13, the Berkeley YC B.O.B. (Buoy Over Board) Regatta. We are issuing an invitation and a challenge to racing boats, cruising boats, doublehanders, and families to participate, so circle the date on your calendar. Call or e-mail us to be on the list for the invitation. This will be a regatta where three things happen:

— You get to test your recovery techniques and other safety skills against other skippers and crew.

— You learn something!

— You get to have fun!

One of our members had developed the 'BOB', a device which,

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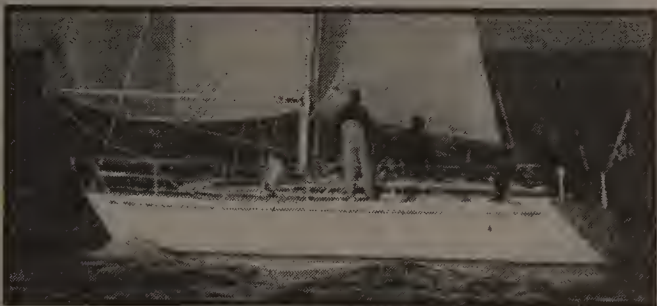
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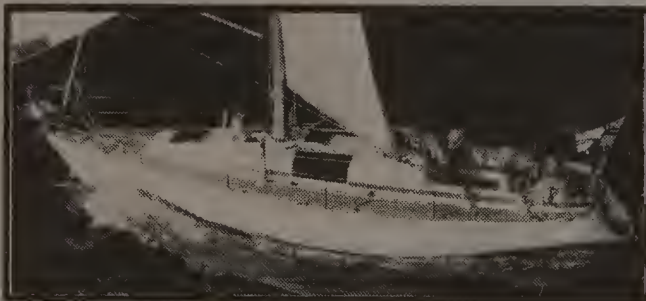
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## LETTERS.

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Seriously, safety is a major concern. The Bay waters are cold and treacherous. Plan to join us October 13 as we work together to improve our skills, to increase awareness of safety concerns, and to have some fun. Folks with questions can reach me at Foothill Pet Hospital, (510) 534-7387.

Diana Freeland  
Berkeley

### LEE HELM AND JIM CORENMAN HAVE A DATE

Jim Corenman of *Heart of Gold* is like only half right when he flames Max and me for our "ignorance of radar". Max might be "out of it" when it comes to radar and other collision-avoidance systems, but Jim fails to demonstrate what it is about radar that I got wrong.

He says that "radar just about solves the collision-avoidance problems completely," but then goes on agree with me about the shortcomings of radar: ships have a hard time spotting small vessels; you can't count on the competence of the crews of large ships; radar is power-hungry.

We agree that small cheap radars are good at spotting ships, and that modern units use less power than the older ones. This doesn't mean that a constant radar watch in bad weather is always going to be a practical solution for a small yacht, and it doesn't make the problems inherent with radar go away.

Jim says that the proposal to use GPS-based data transponders and plotters for collision avoidance is "irresponsible: even though it solves the problems cheaply and elegantly." He infers that this system would transfer responsibility to "the other guy" somehow. All it does is put information about the ship on the yacht's chart table, and information about the yacht on the ship's bridge. This does not shift responsibility any more than like turning on your running lights. The ship is still on top of the food chain.

Predicting the future is a tough business for sure. But like, the good thing about it is that if we wait around a while, we get to see who's right.

Tell you what, Jim: Let's you and me meet back at the yacht club in December of 2010, which is like almost 15 years after Max wrote that column. If GPS-based transponder/potters don't outnumber radar by 2:1 in the club fleet, I'll buy a round for the house. If I'm out of graduate school by then, that is.

Lee Helm  
Berkeley

### TOO CLOSE FOR COMFORT

About the lights at night business: A number of years ago, I bought a million candlepower strobe and put it on top of my mast and went blinking my way up and down the California coast. I soon found out that I got noticed all right; boats and ships of all sorts altered course to come over and see if I needed help. After a couple boats and one very big ship came too close for comfort, I gave up on the idea.

I agree that we need to develop some legal way of using strobes at night, but in the meantime I'm not so sure that I'd just flip on the strobe and figure I was any better off. For now, we just have to operate on the assumption that others will not see us and it's up to us to see them. For me, this means keeping a sharp lookout at all times. If only the compass light is on in the cockpit, most normal people can

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## LETTERS

see pretty well what is coming at them in the dark.

One more thing, I would not put all the focus on getting hit by big ships. They are huge and any alert crew should see them long before they see you. What I've noticed more and more is that boats of all sorts seem to be relying on those magic boxes called autopilots to guide them around. They sometimes pass by with no sign of life aboard. I understand they rely on their radar to let them know what's out there. It reminds me of commute hour on the freeway, where some drivers do everything but pay attention to their driving.

There is the old saying that the best bilge pump is a scared crew with a bucket. I figure that those boats least likely to get hit are those that do not rely on the other guy or fancy electronics to do what two good eyes have been doing for centuries.

Dick Einspahr  
Sacramento

*Dick — We don't think anybody recommends flipping on a brilliant strobe along the California coast during fine weather, but rather would like to legally be able to turn on such a light for brief periods when on a collision or developing collision course with a large ship. It would sort of be used the way a horn is used on a car; only when the situation demanded it.*

### DEAD OR ALIVE? ALIVE!

The Corinthian spirit is alive! It warms the heart and renews our faith, when every now and then special people and their special efforts combine to make something fun happen.

Recently, I was fantasizing about competing in this year's Singlehanded Farallones Race, which I hadn't be able to do for several years because industry obligations often leave little time for personal sailing. But this year I decided to block out the time. Alas, I had no boat.

While at a social function, I ran into my good friends Rolfe and Julie Croker, and half-seriously asked if they would consider chartering their Santa Cruz 50 *Hana Ho*, on which I've sailed extensively, for the Farallones Race. I was elated when Rolfe and Julie said that I could have the boat with basically no strings attached. This was especially gracious as Rolfe had just refitted the boat with new rigging and electronics.

But along with the Crokers, there was literally a cadre of people who helped make the event happen for me: Tom Relyea and crew from South Beach Riggers went far beyond the call of duty to help finish rigging, tune, and sea trial *Hana Ho* before the starting gun sounded. The crew at Maritime Electronics rescheduled projects to finish hooking up the autopilot which drove the boat to first-to-finish. 'Bottom Bob' Galvin adjusted his schedule to clean *Hana's* bottom after the last low tide so I wouldn't be dragging a mud bulb around the course. And finally, Leech and Rudiger's provided the necessary headsail and afforded me the time off to practice and race.

And I don't want to forget the Singlehanded Sailing Society, and their race committee, for without their extensive efforts, there would not have been a race to win.

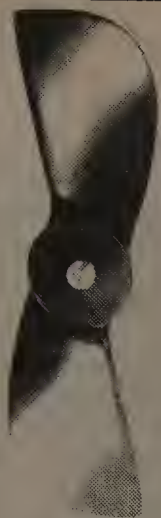
This was definitely one of those times I felt fortunate to be a part of a sport and industry where its people really strive to provide pleasure and achievement. Thanks to everyone; I hope I can help keep the spirit alive by returning the favors.

Mark Rudiger  
Sausalito

### JUNK MAIL

What's this, a color cover for *Latitude*? If you guys get as uppity as *Cruising World*, I'll have to cut you loose as I did them. I used to subscribe to 15 magazines; now I get one, this irreverent pulp rag. But about the April cover. I'm looking forward to sailing purple seas as I raise my yellow sails — but the fog was a good color.

It was a good issue all around, and I really liked the piece about Susan Lindsay and her 'boat eyes'. I don't know about having the



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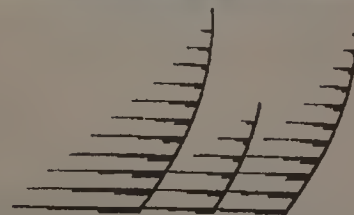


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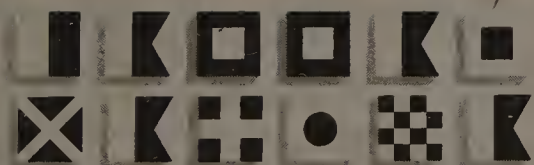
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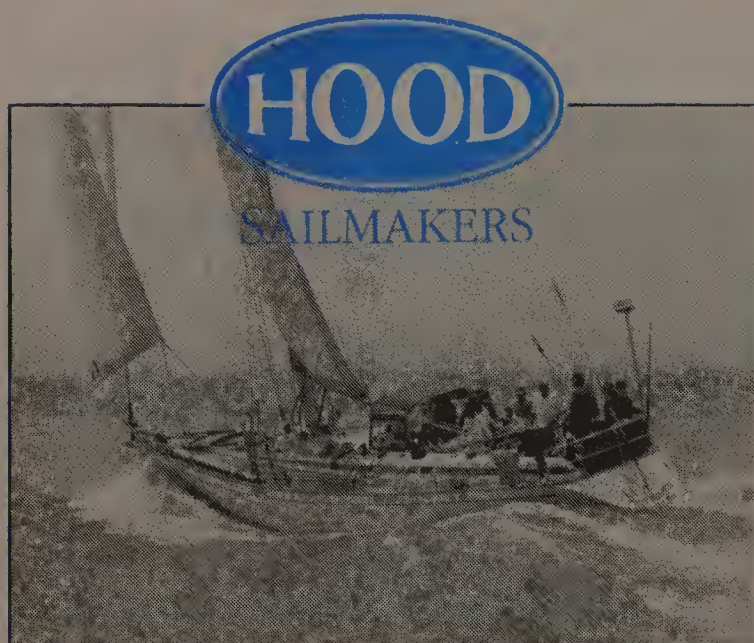
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## LETTERS

eyes underwater, but the Chinese — who gave us a lot more than gunpowder and sauerkraut — have painted eyes on their junks for about 2,000 years. Voyaging and trading junks had the eyes looking forward to watch for obstacles. Fishing junk eyes looked down to search for fish.

Many years ago when I lived in Seattle, I built a Wharram 34 catamaran with a junk rig of my own design. For research, I studied the masters: Hassler and Tom Colvin, and an interesting book titled, *Junks and Sampans of the Yangtze*. I used drapery liner for sail material, and got the battens from Middle East carpet merchants, who received their carpets rolled in long bamboo poles.

In the summer of '78, I singlehanded this boat up the Inside Passage from Seattle to Juneau and back. It was a wonderful trip. I personally felt the rig was too heavy for a multihull, although back in the '30s Eric de Bisschop built a junk-rigged 37-foot cat that he sailed from Hawaii to France by way of Cape Horn.

According to tradition, all junks have eyes above the water, and the junk sail should be shaped like the human ear so it will always listen for the wind. I just love that kind of logic.

George Snyder  
Seaweed, Cal 28  
Long Beach

### ⚡GROSS NEGLIGENCE OF THE WORST ORDER

In the *Central Bay Sailing Guide* from April's issue, you wrote of a whistle signal consisting of "four or more blasts". This signal does not exist. Four short blasts is the fog signal for a pilot boat, and five or more short blasts is the 'danger signal'.

How could you be so careless when writing about something so important and basic as the danger signal? To disseminate such bogus and harmful information to your readers is gross negligence of the worst order. Don't you proof-read your copy? Do you want your readers to think that knowledge of the Rules of the Road is unimportant?

As a hopper dredge mate, I often use the danger signal when the actions of a vessel are inconsistent with safe navigation and are placing us into an extremis situation. It is extremely important for everyone to know what the danger signal is, and what it means without having to look it up in the book while a wall of death is bearing down on them. I want you to know that your botched article is of no help to your readers or me in this regard.

It's surprising that you consider yourself a boating authority when you demonstrate such a tremendous lack of knowledge of the Rules of the Road. But you have self-proclaimed yourself to be such an authority by using, as a justification for your often berating editorials, the words "in our opinion." This is a good time for some serious reflection and less arrogance.

Maybe if you were to study for your Six-Pak license and passed your "90 percent" Rules of the Road test, you would know by heart such simplistic rules as the danger signal. But remember, the test is not open book and your editor can't proofread it before it's graded. So study hard and good luck.

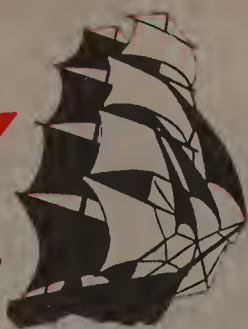
To balance — if that's possible — the strong negative feelings I have just vented, I would like to thank you for the great *Classy Classifieds*, *Changes in Latitudes*, *Racing Sheet*, *Crew List*, and so forth. Also, I want to thank Jim Corenman for his letter last month about Max Ebb. I wanted to say the same thing, but I would have used the word 'Technoner'. 'Cybernerd' will be a valuable addition to my vocabulary.

A word to those who want to change maritime practices. Boats aren't cars, and they're not planes, and they've been around for thousands of years longer than either of those.

Mark Davis  
Bend, Oregon

Mark — We think you've gotten your knickers in a slightly larger

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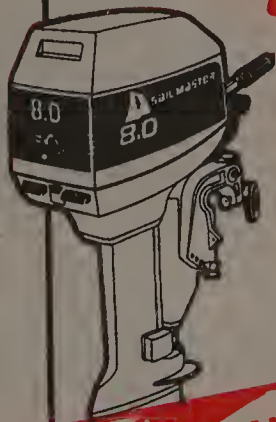
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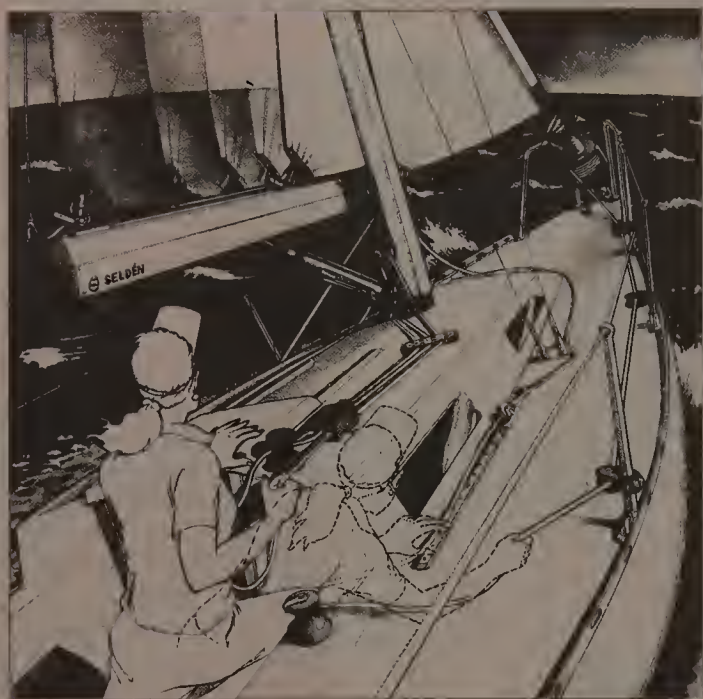
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## LETTERS

twist than is called for. It's absolutely true that our little staff made a major, middle-of-the-night, last-story-of-the-240-page-issue error.

Of course, you are correct, there is no "four or more repeated blasts" signal. There are two four blast signals: Inland Rule 35(i), with regard to pilot vessels, that you mentioned, and Inland Rule 35(e), with regard to manned vessels being towed — which must have slipped your mind.

Five blasts, of course, is the 'danger signal'. We want everyone to know it, and we sincerely apologize for confusing or misleading our readers. Nonetheless, we take comfort from the words of Alexander Pope, who noted, "To err is human. . ."

Proving just how 'human' we are, we also made another major blunder in that article that we're surprised you didn't catch. In one part we advised sailing counterclockwise around the Bay for comfort, and then later we recommended sailing clockwise around the Bay if you wanted a new ladyfriend to enjoy herself. Contradiction! What we wanted to say was that you should sail the ladyfriend counterclockwise around the Bay also.

In closing, we'd like to point out that there's a significant difference between standing up for a point of view and being arrogant — and that difference is whether or not one is willing to give complete credence to opposing viewpoints. When we say "in our opinion", what part of that don't you understand? It means what it says, that we don't consider ourselves the ultimate authority on anything. . . except when it comes to having fun on boats, and what is good art as opposed to bad art.

### ⇓ A MOTHER'S WORK IS NEVER DONE

I love your work and think you provide a great service to people who enjoy boating. However, I disagree with your response to 'J.A.' in April, when you made the statement that it's the Coast Guard's job to "oversee the safety of mariners."

True, the Coast Guard has been granted sweeping authority in many areas of maritime activity, but strictly speaking, it's your Mom's job to oversee your personal safety, both at sea and ashore. It's your job to conduct yourself safely, period. Are you willing to trust your future safety to an agency that you say has been unresponsive for the past 10 years? If so, why?

I believe 'safety' is being free from risk, or secure from harm, danger or evil. When we go to sea, we choose to accept certain risks like drowning, being run down, or being overexposed to the elements. It's our choice to manage those risks to our personal level of comfort — and happiness! Deciding to obey rules and regulations that you feel make you unsafe might leave you 'dead right'. Choosing to conduct yourself by your own personal level of comfort, outside some of those rules, might leave you 'alive wrong'. Which do you prefer? Check it out, as COLREG's rule #2 (b), Responsibility, speaks to this point.

You'll be disappointed to find you can't regulate safety to everyone's satisfaction no matter how big your budget is. The best you can do is give prudent advice and trust people to take care of themselves. That's what my Mom did — and I love her for it!

Rules and regulations don't cause or prevent families from being run over. That ultimate responsibility is the mariner's job.

Tracy S.  
Sausalito

Tracy — Without some basic rules and regulations, there would be chaos on the seas, and far too many people needlessly killed. So we need an agency similar to the Coast Guard — but one that is more responsive to using commonplace technology to prevent the same kinds of accidents from being repeated. In other words, if we're going to have to pay tax dollars for the Coast Guard, let's insist that we get the biggest bang for our buck in terms of intelligence, competence — and caring!

All that notwithstanding, we agree with you that the ultimate

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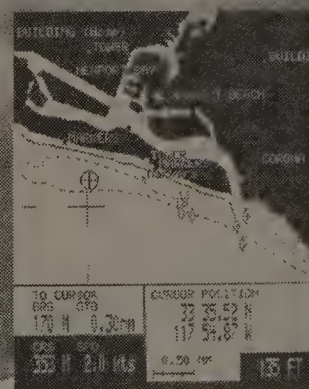
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## LETTERS

*responsibility for safety lies in the hands of each mariner. So give your Momma a kiss and tell her she did a good job of raising her daughter.*

### ↓↑THEY'RE ALWAYS OUT

I've seen people here on Oahu with copies of *Latitude* that they tell me they've gotten on the island. The only place anyone seems to know about that distributes it is West Marine. But I've yet to locate a copy there, as each time I ask they always say they're 'sold out'.

Are there any other outlets on Oahu where I could find you? I'd particularly like a copy of the current issue, since it contains an article on Fiji, which I'll be visiting later this year.

I'll deeply appreciate any info you can give me as I'm just getting reinvolved in sailing over here after adjusting to my move. Guess what, there's no fog and the water is warm! It's been tough, but I'm getting the hang of it.

Jennifer  
Oahu, HA

*Jennifer — The one sure outlet you can find Latitude at on Oahu is your mailbox — after ponying up for a subscription. Unfortunately, there is a limit to the number of free copies that we can send to the Islands — you can imagine the cost of shipping — and there is huge demand for them. So subscribe — or cultivate friendships with people who have a sharing fetish.*

### ↓↑FIRST A RACE, THEN A RANSOM

I want to share with you a really great experience that I was lucky enough to fall into. I'm an employee at Cannery Village Yacht Brokerage in Newport Beach, and my generous employers were kind enough to invite me to Puerto Vallarta last February for a week's vacation. My co-workers informed me that while in PV it wouldn't be a bad business idea if I went over to the yacht club at Marina Vallarta and schmoozed with the people involved with the MEXORC racing.

I did, and was fortunate enough to meet a guy named Gary in front of Time Changers restaurant in the marina. He took me over to the Opequimar Boat Yard to see the hauled out racing machines. This was on Wednesday when they have a day off from racing to get their acts back together. The boats are so cool! Then my friend took me over to the other side of the marina where we walked down the docks to Kyle Quast's *Desperado*. To my delight, I was invited as crew for the next day's race.

*Desperado* is a 45-ft Starratt yawl that won first in her class in the Newport-Ensenada race. You would not believe how impressive it was for me to leave the harbor aboard such a class act in the company of boats like *Victoria* and *Taxi Dancer*. Especially as this was my very first race. Kyle and *Desperado* took first place in her class once again, and received a beautiful trophy.

Personally, I've never had such a great time in my whole life. The only odd incident of the week was when someone kidnapped Harbormaster Karl Raggio's stuffed parrot, the one he hangs from the golf cart he drives around the big marina. The kidnapper(s) left a ransom note demanding two bottles of rum to be left on their dock — or the bird would "get it". One of Kyle's crew suggested leaving two 'airplane size' bottles of rum for the parrot kidnapper to prove who has the sense of humor.

Clare Schaeffer  
Newport Beach

*Clare — How can you end a letter leaving everybody hanging like that? Did Raggio's parrot get it or not?*

### ↓↑A SLAP UP THE SIDE OF MAX'S HEAD

Yeech! It's obvious that your mom won't be reading Max's sophomore, pre-adolescent April article — or your ears would be smarting from the slap up the side of your head.

Moms have a hard enough time with teen-age sons who think that

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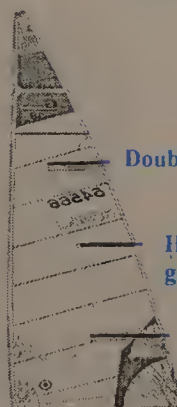
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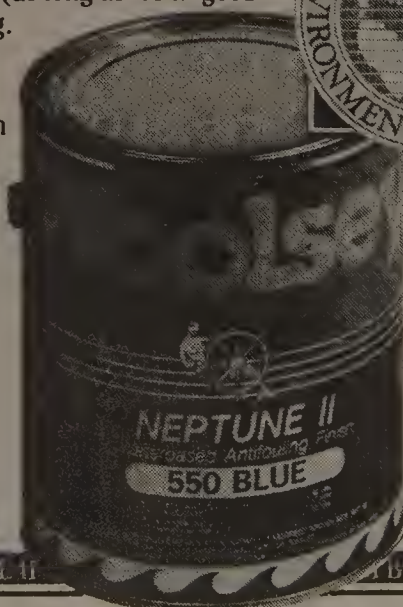
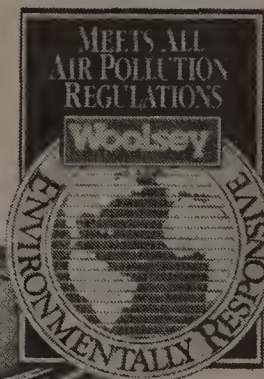
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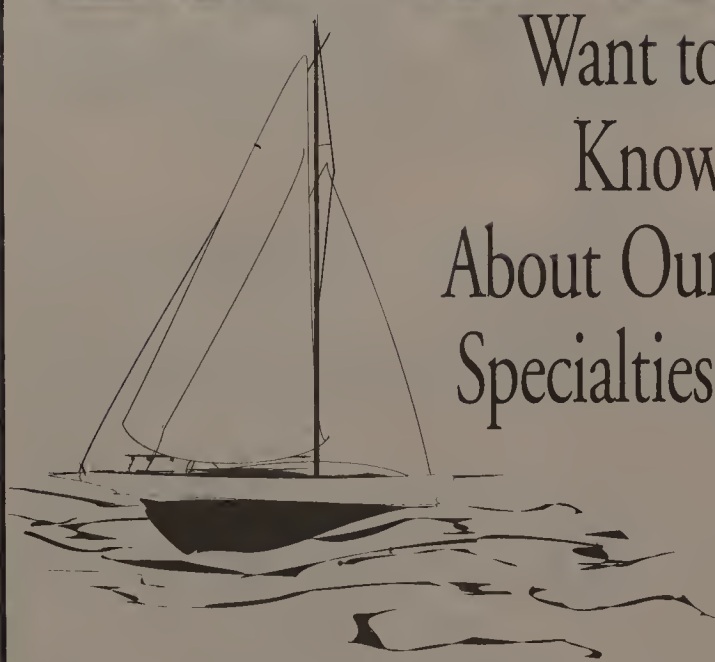
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## LETTERS

bodily functions are so funny — without having our favorite sailing magazine glorify bathroom humor. And, don't try to excuse yourself by saying that you were trying to make a point.

Go sit in the corner!

John's, Bob's and Jim's Mom  
East Bay

*Mom — Our excuse is that the piece was loosely based on a semi-legendary but nonetheless true incident that happened in the men's room at the last Big Boat Series. Furthermore, you have no idea what great restraint was exercised by the editorial staff in the presentation of that potential-laden article.*

### IF ALL ELSE FAILS, TRY A SEXTANT

I want to thank you so much for the article about me, and I want to thank Ray Jason for his nice remarks.

You made a comment to one of the letters in the last issue concerning the survey dates of some of the South Pacific charts. Your comment agreed with the writer, that yes, many of the charts go back to the time of Capt. Cook, and isn't that a shame. Now don't you think you might have said that a whole bunch of folks have been using those charts ever since they were published and have made it to their destinations just fine? The old chart surveyors such as Cook, Vancouver, Flinders, Maury, and so forth were just amazing for their accuracy relative to land masses. Inlets, rocks and reefs, mountains and other objects that can be used for bearings were very accurately placed on those charts.

They were not accurate when it comes to GPS because they used a chronometer and a sextant — unheard of things in this day and age. There is a time and a place for GPS, it's while crossing the ocean. But when land is approached, it's time to ignore the GPS and start piloting — if one knows how — and using 'seat of your pants' navigation. Why? Because the land on the chart just isn't where the GPS says it should be. *Latitude* should tell folks to just go cruising with the charts available; they are damn good.

I'm sure that most of the world's charts will be updated one of these years. The French folks, for example, have just completed a new survey of all of French Polynesia. Undoubtedly the rest of the world will follow. But it is very expensive and takes a long time in printing. So carry on with the charts of Capt. Cook, as they have worked for a couple of centuries.

There are very few passes in the South Pacific that I would enter — or even get close to — at night. Most of the main harbors are well lit, however, and can be entered at night with a little caution. But I would avoid the unlit ones like the plague and heave to when about 10 miles off.

Ray Jason's latest *Sea Gypsy Vignettes* raised my eyebrows a bit, too. In thinking about it, I guess it was an April Fool's Day hoax. I sure hope so. But if not, those folks on *Running Free* sure need a lesson in ingenuity. We once had our propane stove's solenoid go haywire, so we simply disconnected it and ran the hose straight to the regulator. A few tanks or regulators might require an adaptor, but not many. Of course, you'd want to turn the tank off after each use.

And why didn't they just epoxy a series of D cells together to run the GPS just to get a fix, then turn it off again? That works.

My friends Joy and Jeannine of the yacht *Banshee* rolled over in a very sudden and violent storm in the Coral Sea. With the boat's mast gone and Joy's leg badly hurt, they used their EPIRB until its battery failed. Then, with everything to gain and nothing to lose, they wired it directly to the yacht's 12 volt battery. It worked — and they were picked up in a few hours. Now that was ingenuity at its best.

Another thing that works when all else fails is a sextant. It doesn't require electricity, just a pencil and paper and some practice. Any little navigation book will tell a sailor how to manipulate those mysterious numbers to help find a boat's drift or even one's position. And it works at night, too. Isn't that amazing?

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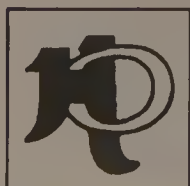
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## LETTERS

Again, thanks for the nice words. *Wild Spirit* is home again, all rigged up and ready to sail. See you on the Bay.

Peter Sutter  
*Wild Spirit*  
Sausalito

*Peter — We must have given you the wrong impression. Every time we sail new waters, we marvel at the intelligence, skill, and courage displayed by all the famous ocean explorers.*

*P.S. We look forward to crossing tacks with you on the Bay.*

### ⇅THE CRUISING CLASS CONCEPT IS GREAT

I recently returned from crewing in the cruising class of the San Diego to Mazatlan Race. It was my third Baja cruising class race; I also participated in San Diego to Manzanillo in '94 and Los Angeles to Puerto Vallarta in '95. The concept of a cruising class is great, as it makes for bigger regattas and allows new sailors a chance to ease into offshore racing.

While I've enjoyed my cruising class experiences, there are two disturbing aspects that I feel need to be addressed: 1) the disparity in the range of the PHRF ratings, and 2) the uncertainty of how honest some people are about reporting their engine time. I feel that future race participants should be made aware of these concerns, and that the clubs and organizations sponsoring regattas need to address them.

Here's the problem with the disparity in the performance capabilities of entries in the cruising class. In the last cruising race I participated in, two boats sailed the first half of the race — approximately 600 miles — and claimed no engine time. Other entries with similar PHRF ratings used their engines up to 25 hours — and still finished eight to 10 hours later on that same leg.

This raises two issues. First, why are folks with such fast boats allowed to compete in the cruising division? Second, if boats that sail well in light air and can motor at close to their hull speed are allowed to compete with cruisers, no PHRF handicap will work. It seems to me that no boat with a PHRF rating under say 125 should be allowed to compete in a cruising regatta. Of if they are allowed to compete, they should be in a separate division. One fellow cruiser summed it up best by saying, "The racers who cruise need to be separated from the cruisers who race."

The subject of honesty in reporting the number of engine hours used for propulsion is a sensitive issue — but I feel it needs to be addressed. After every cruising race that I've been in — and from what I've heard from people who have sailed in other Baja races — this is what everybody is talking about. People are reluctant to protest another racer's engine time because in an ocean race you are unlikely to witness a violation. People are naturally uneasy about accusing someone of cheating if they didn't actually catch them.

Race committees and their chairpersons need to take an active role monitoring the progress of a race. When a boat performs close to its maximum hull speed in light air and claims no or few engine hours, the sponsoring club should investigate — no matter if anybody has protested or not.

In the Del Rey YC's race to Puerto Vallarta, a situation arose when a member of the host club had his engine hours questioned. The race committee did not ignore the matter, but dealt with it in a fair and even-handed manner — thus insuring the credibility of their regatta.

After discussing the situation with others, I've come up with a couple of ideas that might solve the problem. One is a daily engine allowance of two to three hours given to all entries. This would allow boats without an auxiliary generator time to recharge their batteries. Or engine hours could be monitored using an hour meter activated by the engine's vibrations. A race committee would attach one to every entrant's engine block, and a system could be devised to accurately monitor and record engine times. Such inexpensive hour meters are on the market now.

I realize that some of the concerns raised in this letter may seem

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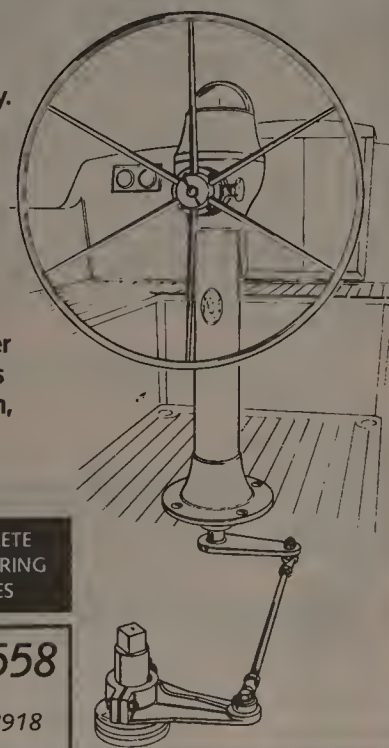
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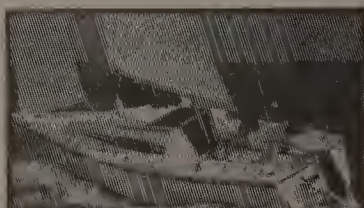


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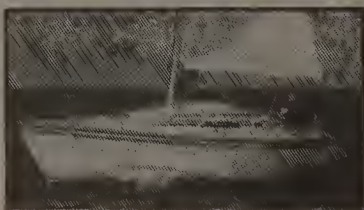
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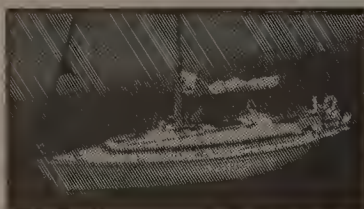
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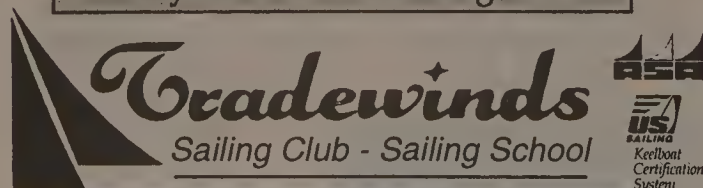
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## LETTERS

trivial or a case of 'sour grapes', but myself and others feel they are valid. The cruising classes are growing in number and the entry fees generated by the class help support the regattas. All entrants deserve the assurance that the races they spend up to \$500 to enter are fair and equal contests.

David A. Beem  
Ventura

David — Having had quite a bit of experience both competing in and organizing cruising rally/races in Mexico, the Caribbean, and across the Atlantic, we're familiar with the issues you raise. And if we may be candid, we think the real problem is that you don't understand the nature of cruising rally/races — which is to make friends and have fun, not to prove that you have a faster boat and are a better sailor than the rest.

With regard to similar boats finishing many hours apart, that's always going to be a feature of long cruising races — especially those held in areas of fluky winds such as Mexico. For instance, we took line honors in the first leg of the Long Beach YC's first cruising race to Mexico by something like 12 hours over similarly-rated competitors. How come? Because we were too lazy to jibe and thus sailed way offshore where we stumbled into a great breeze. The rest of the fleet sailed a rhumb line course and never got decent wind. That's Mexico.

Secondly, when it comes to cruiser/racers, there are always going to be huge discrepancies in speed — even among sisterships. Take a couple of hot-shot young guys aboard a spartanly outfitted Cal 40 and put them up against a retired couple who are new to sailing, whose scuzzy-bottomed Cal 40 is loaded down with scuba gear, 8-D batteries, a big dinghy, and three huge anchors. You're going to see immense differences in elapsed time. That's the nature of cruising rally/races.

With the fluky winds of Mexico, the vast difference in the skills of cruising sailors, and the radically different way in which such boats are outfitted, there's no way to create a handicap system that's going to have the boats finishing or even correcting out close to one another. The way we've attempted to address this 'problem' in the Ha-Ha is by classifying entries as being either 'performance cruising' or 'traditional cruising', and then dividing them up into groups by size. Thus in last year's Ha-Ha we ended up with something like five different 'performance cruising' classes and five more 'traditional cruising' classes. Recognizing the rally/race for the unequal crapshoot it by definition was, we didn't announce an overall winner in the traditional sense, nor do we give excessive publicity to that person in our write up of the event. It's not a perfect system, but it works pretty well.

By the way, Jimmy Cornell has used a similarly imperfect rating system for the 1,500 boats that have entered his 10 TransAtlantic rallies and two Around The World rallies. Cornell, the father of all cruising races and the most experienced organizer of such events, has also made several attempts to use a meter on drive shafts to monitor motoring. None has been successful. So all his events — like the Ha-Ha, like the TransPac, like the West Marine Pacific Cup — rely on the integrity of the competitors with regard to engine use. The truth is that if some pathetic wretch wants to cheat there is very little any race committee or competitor can do about it.

We've never heard any serious grouching about engine hours in any of the cruising rally/races we've been a part of. We think there are two reasons for it: 1) Less experienced entries are usually non-competitive from the get-go, and thus aren't that concerned about how well they do; and 2) Experienced skippers know that handicapping such a diverse fleet is impossible, and thus aren't that concerned about how well they do. In the Ha-Ha, we further de-emphasize the incentive to cheat by awarding the same 'trophy' to all finishers, no matter if they cross the line last or first.

Cruising rally/races should be fun and carefree, and thus entrants shouldn't put much stock in results. If a few folks want serious

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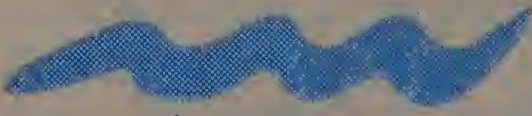


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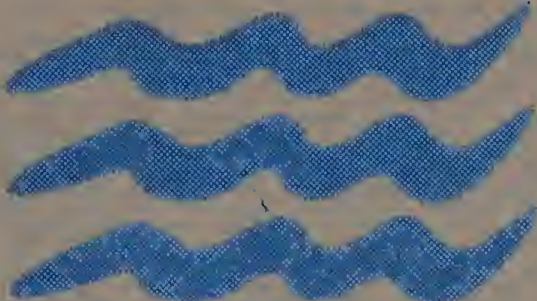
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## LETTERS

competition, they should see who they pair well with — both in terms of boat speed and interest in racing — on the first leg, then have private races for cases of beer on the last two legs. But for any rally/racer to get too concerned about ratings and how he/she might finish is to run the danger of making cruising rally/races what nobody wants them to be — like the traditional races that have become excessively grim as a result of an overemphasis on winning.

If you're serious about racing, you should enter a proper racing boat in a proper race. If making friends and having a good time is more important, then by all means join the cruising division of a race or a rally/race. By definition, anybody who becomes preoccupied with a boat's rating or if someone else is lying about their motor use doesn't belong in a cruising event.

### COMPETENT, WILLING-TO-SHARE-EXPENSE CREW

I wanted to comment on the 'backpackers' article in the March issue. I sent you folks an evidently undecipherable postcard from Mallorca last summer saying the same thing, but it bears repeating.

For those of you out sailing the four corners of the globe and suddenly finding yourself in need of competent, intelligent, willing-to-share-expenses crew, there is an important resource seldom mentioned in *Latitude* or anywhere else: youth hostels.

I'm a travel writer and spend a good deal of time on the 'budget circuit'. Anytime I even bring up the possibility of sailing or passage-making in the inevitable camaraderie that exists in the common rooms of hostels, there is a strong, international chorus that chimes in with: "Where do I sign up?"

On several occasions, I've organized a group of hostellers into what amounted to a great bareboat adventure for a week or more. On several other occasions I've found ready crew among hostellers for cruisers I've bumped into in harbors around the world.

These 'backpackers', as they're known around the planet, are usually young, strong, resourceful, able and eager to learn, willing to chip in for the experience, and on a flexible schedule. I can't think of better qualifications for crew. Many will eventually become professionals in their home country who you can keep up with and visit for years to come.

There are backpacker's hostels nearly everywhere, so the next time you need affordable, flexible, competent crew, spend an evening in the common room of the nearest hostel. I don't think you'll be disappointed.

P.S. Please find my Crew List application enclosed. It's been said before, but a huge thanks for doing the list. It has afforded me and my friends more sailing in more remote locations than you can imagine.

Mark Joiner  
Dolphin  
Orinda

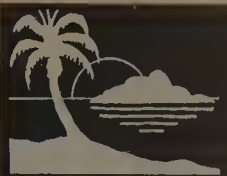
Mark — Good tip. During their circumnavigation, Jim and Diana Jessie of Nalu IV reported considerable satisfaction with getting crew from youth hostels. But in all fairness, there is some danger. Imagine what would happen if Joe Cruiser returned to the boat from the hostel with the following news for his wife, Jenny Cruiser:

"Good news, dear, we've got two new crew. This is Famke and this is Elke. They're both almost 20, and they're both taking a year off from their studies in Sweden to travel where it's warm and they don't have to wear so many clothes."

By the way, we still have your postcard from Mallorca, and we still can't decipher it. But keep writing.

### SOMETIMES LIFE'S NOT FAIR

Yes folks, there is a dearth of frothy white sewage in the world, and yes, some of it does manage to find its way into San Francisco Bay. If this "crap" — as you call it — offends you, why complain about the hefty fines levied on boaters who "accidentally spill a few drops of oil in the Bay"?

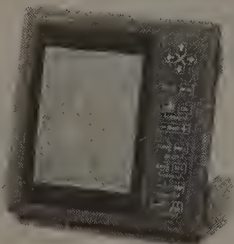


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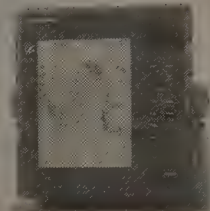
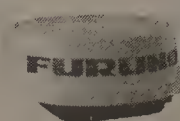
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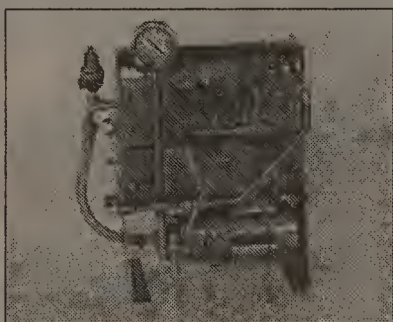


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## LETTERS

I can't think of a better incentive to keep these 'accidents' from happening. Actively patrolling relatively minor polluters such as careless small boat owners is surely beyond the means of whatever legal agency enforces such laws. So why not instill a little fear in these potential polluters as a preemptive measure? If Uncle Sam can help keep the Bay clean and help prevent 'accidents' by levying heavy fines, more power to him.

Regarding your criticism of the disparity between pollution laws on land and sea: hey, sometimes life's not fair. If enforcement is lax in one area, should everyone then be given freedom to pollute at will without fear of retribution? Why not view the laws governing direct pollution of the bay as a good thing, and do what we can to make sure legislation and enforcement governing land-based polluters follow suit?

P.S. Great paper and all that. I read it cover to cover every month. So when are you guys going to shell out \$150 for a modem and \$15 a month for an e-mail account? It's one of those things where after you've got it, you'll wonder what you ever did without it. Getting a Web site would be even better, but that's a whole new ball game.

Cory Bloome  
San Francisco

Cory — We ran the photo of the 'white spooge' because it was the most dramatic. We could have easily run hundreds of photos of oil spots on the pavement that were quickly making their polluting way to the Bay.

A hypothetical situation: There's a law that says that it's illegal to beat your wife while on a boat, but there's no law that makes it illegal to beat your wife on land. Instead of supporting legislation that would make such a crime illegal on land as well as sea, you'd react by — what? — throwing up your hands and saying, "Hey, sometimes life just ain't fair." That's the kind of reasoning we'd expect of a jet skier.

It comes down to this: are you an environmentalist or are you a semi-pseudo-environmentalist like the posers at the BCDC and BayKeeper? If you really care about the Bay, you'll accept the fact that it's at least as wrong for 50,000 gallons of Bay Area automobile oil to end up in the Bay each year as it is for five gallons of recreational boat oil. And that the enforcement and fines for violations for Bay pollution — no matter the source — ought to be equal. And that the educational process necessary to prevent further such pollution should to a certain extent reflect the amount of pollution from each source.

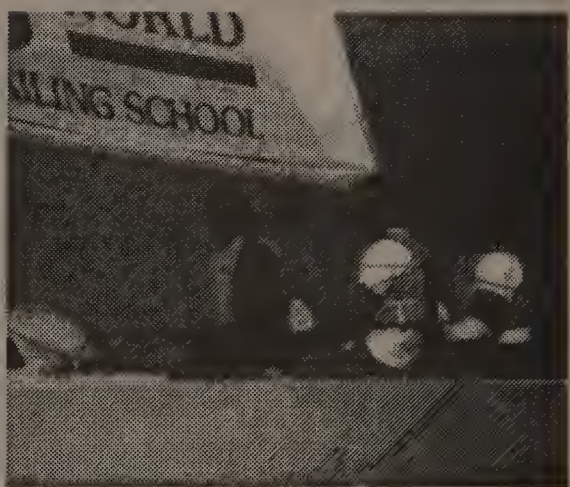
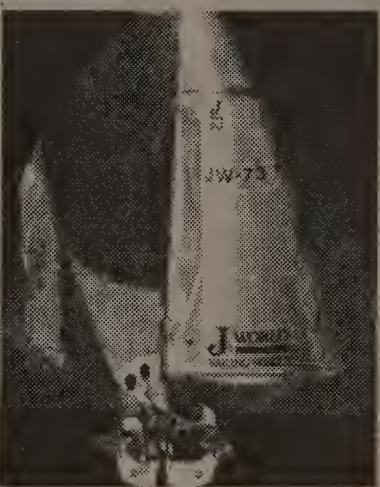
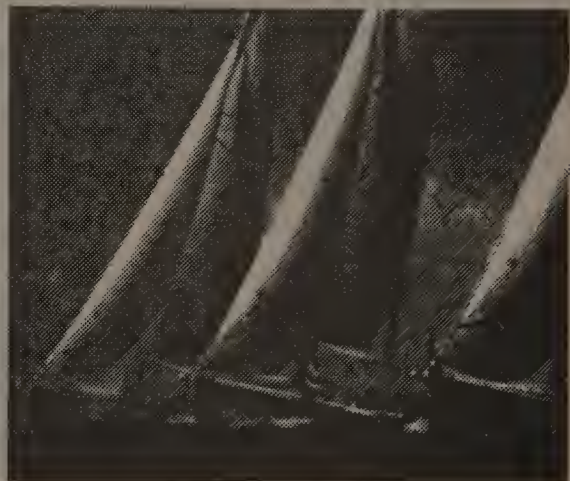
In other words, if the BCDC, BayKeeper, and all the other so-called environmentalists are really serious about preventing Bay pollution, they'd be more zealous about going after the major sources: government and private individuals. But that's impossible, because in order to do that they would have to offend their biggest patrons with the truth.

We're not asking that any law be rescinded regarding pollution coming from boats, only that such laws, enforcements, and fines be as strict on government and the general public. And when was the last time the BCDC or BayKeeper ragged on the general public or government about Bay pollution?

As for e-mail, you can reach us at [l38ed@aol.com](mailto:l38ed@aol.com) — but please don't expect an immediate response. We get 100 times more garbage through e-mail than we do 'snail mail', so we're not entirely enamored with the former.

### ⚡ AT THE EXPENSE OF PEACE, SOLITUDE AND SAFETY

We're riding out yet another Norther at Captiva Island, Florida, on the other side of 'Amereeka'. During this time we've been enjoying a couple of passed-on Latitudes given to us by sailing friends. Your magazine — plus input from our friends — helped Kathy and me make a couple of important decisions: 1) Subscribe. 2) Sell our Prairie 32 double-ender in Florida. 3) Buy the biggest trailerable sailboat we can find in California. 4) Spend as much time enjoying the company



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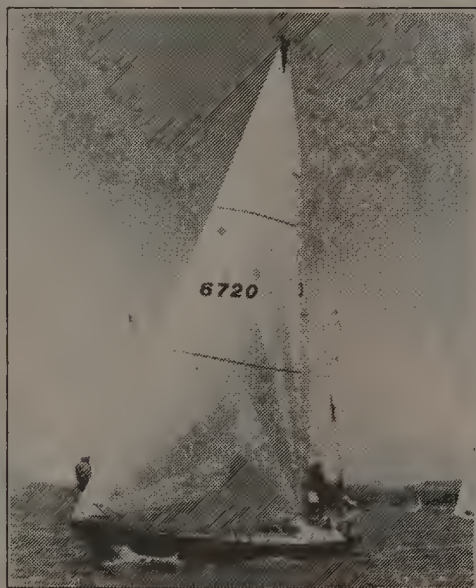
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## LETTERS

of your cruising readers in Mexican waters as possible.

We logged tens of thousands of miles along the coasts and highways of Mexico — and really miss it. Right now we work summers in New Mexico, which had been our full-time home until we started cruising in '91. Basically we retired early on what you might call the 'installment plan'. Anyway, along with my subscription I've enclosed my two cents about some topics raised in the January and February issues.

For the most part, powerboaters on the East Coast are also fast-living, hard-running people without the time to enjoy the passages and surroundings their fellow sailors do. Very often they blast from one marina to another for drinks or lunch — and then blast back to the original marina before their original wake has settled.

There is an epidemic of 'cigarette boats' here which, like jet skis, are purely thrill rides to be enjoyed at the expense of the marine life — as well as the peace, solitude and safety of those on land and the water. While in Port Canaveral we witnessed two mating manatees get killed by a high-powered powerboat whose captain was too busy watching people watch him to notice what was up ahead. Out here cigarette-type boats are known as 'penis boats'. If you haven't got one, you buy the other. I wonder what these throttle jockeys would feel out on the ocean in Force 9. I suspect it would create a market for 'marine grade' Depends.

There are, of course, many notable exceptions to these types of powerboaters. I have very close friends who own vintage wooden powerboats and single screw displacement trawlers. In addition, many sailboats with 'virgin' sails navigate the intracoastal waters as though they were powerboats.

I hate to malign all powerboaters based on a few stereotypes, however my personal observations have decreased my optimism for positive encounters. Why? Well, these folks are the products of a society that once made buggies and now imports Benzes; whose sails gave way to sales; who believe in 100 hp per foot. For them, time is usually money, and money is power, and power buys time. It's a wheel that runs over the folks who don't play the game.

Any sympathetic powerboaters can help by calling the inconsiderate and unsafe on the carpet — no matter what kind of craft they are piloting. I almost always thank a courteous boater with a wave and a "thumbs-up". At the same time, I don't hesitate to call an unsafe craft on 16, and mention its name, unsafe action, and location *three* times. Colregs and Inland Rules hold us all responsible for unsafe conduct and damage caused by our craft and our wakes. It's the American way, to nourish the good, educate the immature, and not be afraid to put a verbal dunce cap on someone who deserves it.

Regarding *The Irony of It All* item that appeared in the January *Loose Lips*, I'd like to tell the historians and 'rust bucket' aficionados that every steel — "iron hulled" — boat that I ever heard of — including the *Star of India* — was made of wrought iron. This is the term for a material whose name came from the process of forging a white hot sponge-like 'bloom' of almost pure iron and iron silicate (the slag), which filled the pores of the sponge. During forging, most of the slag was squeezed out, leaving a billet of iron fibers coated with the glassy prophylactic iron silicate. This coating was homogenous and, combined with very low carbon content iron, made an excellent hull material for its day.

The wrought iron was malleable, ductile, had good strength, and was predictably resistant to the marine environment. That's why centuries old wrought iron spikes are still found on old wooden wrecks. Due to the labor-intensive small batch nature of its manufacturing process, wrought iron gave way to the Bessemer Process, and modern steel is the result.

Mild steel — or 1020 as professionals know it — often contains up to 50% scrap. Consequently, 10 pieces from 10 steel mills could all rust away — due to the varying alloy contents of each piece — at different rates. If you are building with steel, take heed and do your

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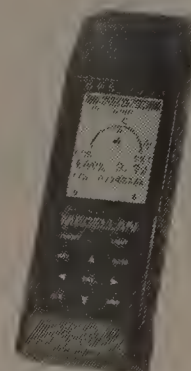
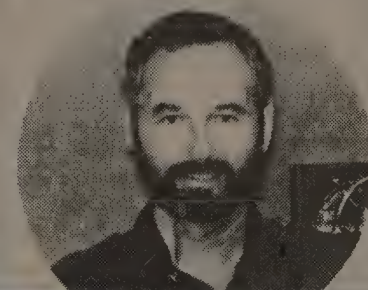
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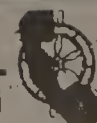


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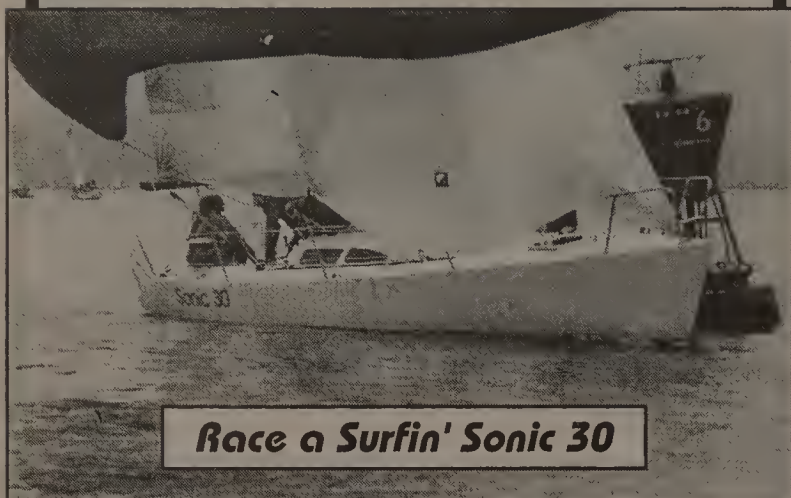
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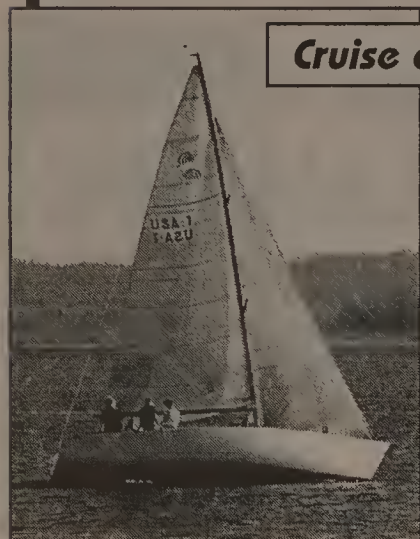
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## LETTERS

homework. One to 2% in the final cost of a boat can greatly increase its usable life. GIGO (garbage in, garbage out)!

I think Mr. Stern must have been confusing wrought iron with cast iron, which is also corrosion resistant compared to mild steel. But cast iron is brittle, especially when thin. This is why engine blocks crack instead of bulge when they freeze. Once a block cracks, it's difficult to repair.

Cast iron would be my last choice for a hull — even if it were technically possible to 'cast' a ship or parts which bolted together to make a ship. It makes an acceptable keel in thick cross section and offers a production boat savings over lead, but it's not as dense. Cast iron is a good material for high production of identical pieces, and it machines easily. Hence a zillion engine blocks later, we still use cast iron.

By the way, carbon content in steel actually makes it rust faster. Ever watch a pre-stainless knife rust before your eyes while it dried in the dishrack?

I used to be a chemist and have been a sculptor and blacksmith since the early '70s when I let my beard grow and gave away my neckties. Sailing is part of my quest for the anachronistic good life, but the technical stuff from the old days still lurks in the left side of the brain waiting for a rusty synapse to squeak shut and fire information to my mouth or pen. Sorry.

I recently completed a 16-ft aluminum cat ketch and am enamored with this material. Any fellow builders or projects out there? Oops, there I go, slipping into this century again.

Russ Swider  
Rowe, New Mexico

### **ORIGINAL, BLACK, MADE IN THE USA**

I see that our local Sperry boot collector is now advertising in *Latitude* for more boots. And you thought weirdness was limited to the Bay Area. I sold my first pair of boots to him in the late '70s as I was walking up the dock at 0500 after an overnight Smith Island race. It did not matter to him that the boots had holes in them and were a size too small. Actually, he may have preferred that!

One winter's day in the early '80s, I was reading 48° North, when I found one of his boot-seeking advertisements. I called him, and he carefully quizzed me to find out if they were the original, black, 'Made in USA' Sperry boots. Again, the size and condition didn't matter, nor did the fact that it was 20° out and snowing. He came right over and gave me a check.

There is lots of speculation in Seattle on what he does with the boots. If you do find out, please let us know. From his check, I can tell you that he lives on Wellington Street.

Gary Wood  
Always Ready  
Seattle

Gary — We've also been seeing the guy's ads for years, and indeed, he's darn near legendary in his desire for those Sperry boots. We could call him up and get the story, but do we really want to know it? As far as we're concerned, the guy's desire for the boots is just one of life's pleasant little mysteries — one that only a killjoy would want to solve.

### **SAVED FROM DEATH — AND THEN POWERBOATS**

God alone must know what inspires this romance that men — and women — have with their boats and the sea.

For me it got under way in the early '60s with a Chris Craft 23-ft cabin cruiser that rolled like crazy; then a 40 sq. meter, which was very wet; a slow Atkins 35 cutter; a 26' X 14' Jay Kantola tri which was very fast; down to a 15-ft West Wight Potter that was very small! Currently I sail a Catalina 30, which so far has been just right.

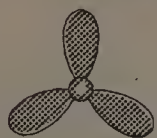
Where this affair with boats is going, only time will tell. But the real purpose of this letter is simply to thank you for your help in keeping

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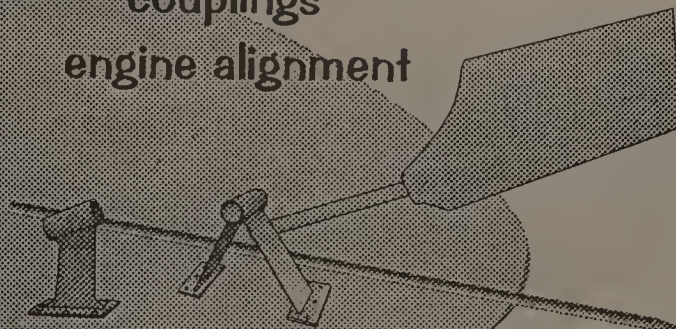
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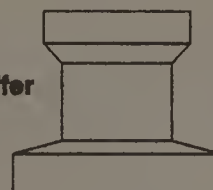
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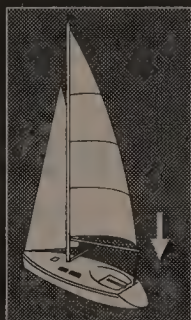


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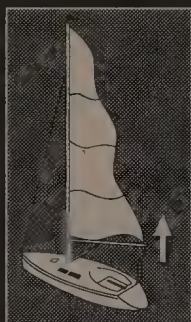
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## LETTERS

the romance alive for us all.

By the way, in 1976, at age 35, I had what is commonly referred to as a 'death experience'. After a lengthy illness, I physically expired. For reasons unknown to me, in the last desperate moments of life, I screamed out, "Oh, God! Oh, Jesus!" As an adult, I had no interest in 'religious' matters, neither attended church nor read the Bible, and generally avoided such subjects.

I have since become aware that there is a passage in the Bible (Psalms 50:15) that says this; "Call upon me (God) in the day of trouble: I will deliver thee, and thou shalt glorify me." Perhaps that explains it. At death, I 'met' Jesus Christ, aka God, 'in person'. That is to say that I saw Him and spoke with Him in a manner similar to what is reported in the New Testament about Jesus having been seen by his disciples after his death and resurrection.

To say that my experience was a life-changer would be an understatement. In the 20 years since, I have been very aware and appreciative not only that God very literally saved my life, but that He has continued to save me, through instruction and direction daily, from all sorts of trouble! A perfect example is how I started my boating life — before my experience with God — as a powerboater, but was quickly, second boat, led into the life of sail. Is that not being saved?

Vern & Peggy Baumgardner  
Sea Quester  
San Diego

Vern & Peggy — Verily, your sailboat is a strong sign of being saved.

### ↓↑ ATYPICAL BY SUBURBAN STANDARDS

The February *Cruise Notes* closed with a request from the Wanderer for an explanation of the phenomenon that makes cruiser friendships unique. He said that he met a cruising couple for "about 90 minutes" several years ago, and if they now needed *anything*, he would find time to help. Conversely, if his next door neighbor yelled that his house was on fire, the Wanderer would respond that he was "on deadline and to bug off."

We've been in Mexico living among cruisers for four months now, and we think we're beginning to understand. When we lived on land, we always found it difficult to fit in. But the cruising community is atypical by the standards of American suburbs. Homeowners are usually neighbors for two distinct reasons: their jobs are in geographically similar regions, and their incomes are in the same ballpark. But in the seafaring world, it doesn't matter what one did for a living. As for the dollar value of a person's boat and her appearances, nobody really cares.

'Yachties' have similar concerns and problems, and rely on each other for moral support, spare parts, and information. We also share a spirit of adventure, and with rare exceptions, are positive thinkers. We are primarily optimistic about life and its opportunities, as well as confident about our own ability to cope. We are personable, resourceful, and care little about appearances.

Cruisers do make friends quickly — in part because the cruising life is synonymous with having the time for friendships to grow.

Don't 'fit in' at work? Are your neighbors nothing like you? Maybe cruising would suit you better than the land life. It's a big ocean and there's always room for one more. Join us!

Rick and Christie Gorsline  
Nanook  
Somewhere Off The Coast Of Mexico

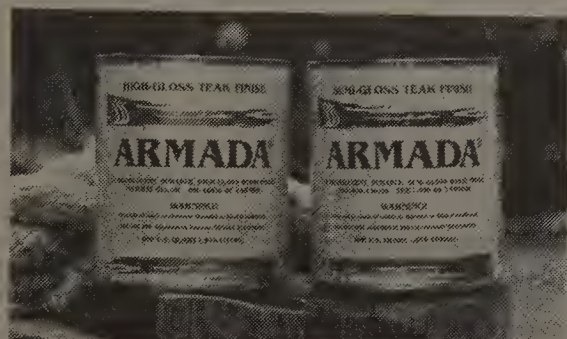
### ↓↑ NOT CONVERTED TRUCK OR TRACTOR ENGINES

When I read the letter from the guy who pounded on the end of the shaft to force his Sabb engine to change pitch, I wanted to write in. But re-reading his letter convinced me it would be a waste of time.

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## LETTERS

parts for Sabbs in the United States, and couldn't find the manufacturer in Norway. After this second shot at Sabb, I just had to write in.

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Bill Pool  
Portland / Palmyra Island

*Readers — Okay, okay. Enough 'Sabb stories'! This is absolutely, positively the last one we'll run. This time we mean it. Maybe.*

### ⇅ SOME INTIMIDATING WAVES

Last December I encountered sizeable surf at the Golden Gate Bridge, more specifically between the South Tower and shore. I'm curious, is that unusual? It definitely was a bit dangerous.

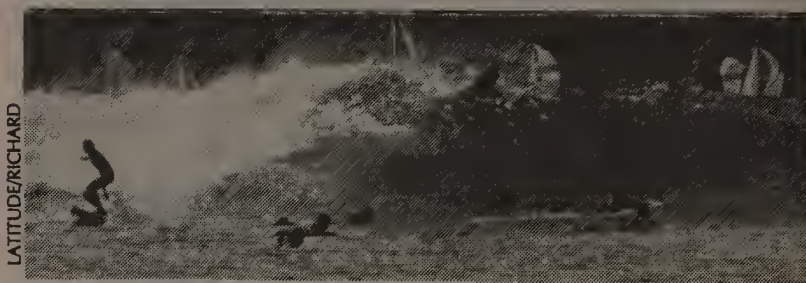
I have some video, including surfers and some intimidating waves.

Jack Thomas  
Stockton

Jack — Large surf 'inside' the South Tower is not unusual in the winter. In fact, on a real big day there will be one long wave breaking between Fort Point and the South Tower. Cowabunga! Racers have been prohibited from sailing south of the South Tower ever since Stormvogel hit a rock there nearly 30 years ago, so the prudent mariner will always sail on the north side.

The *Wanderer* had a photo of a guy surfing a Pipeline-looking wave at Fort Point published in *Surfing* magazine 25 years ago, so it's been a popular surf break for decades. While covering an ocean race last month, we must have seen 40 guys out.

As a surf spot, Fort Point has its perils: it's hard to get in and out of the water, people jumping off the bridge might kill you, and the ebb can suck you out to the Farallones. And when you land face first on



Surfing at Fort Point last month — note Lightship Race in background!

one of the many rocks, you need more than Novocain. Nonetheless, when it comes to danger, Fort Point pales when compared with the unpredictably wild Ocean Beach.

Latitude welcomes all letters on topics of interest to sailors, but please spare us your attempts at poetry. Try to be brief and avoid libel. If you're responding to a previous letter, note the issue and page. You must sign your name, but we'll withhold it if there's a good reason. A phone number helps in case we need to clarify anything.

We reserve the right to edit all submissions for brevity and clarity. Some letters in these pages may appear somewhat dated. That's because: 1) Cruisers in far off ports don't receive the magazine for a month or two, and can't respond immediately; and 2) Sometimes it takes a month or two — or six — for a letter to fit into our 'mix'.

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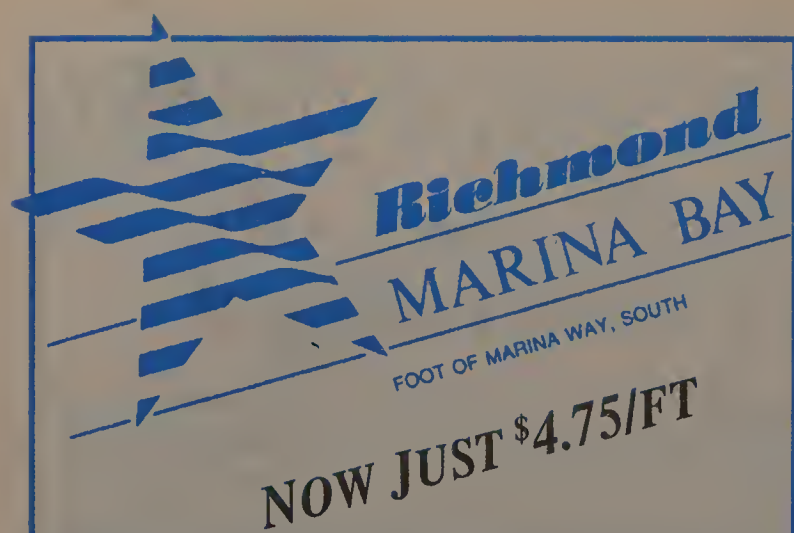
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## LOOSE LIPS

### Eight Bells.

It is with sadness that we report on the passing of fellow sailors Ian Bashford, Jack and Carolyn West, Leonard James and Jim Bacon, all of whom died in April.

**Ian Bashford** was a world-class Australian sailboat racer and boatbuilder. In the former capacity, he won the Hobie 18 National Championship once, the J/24 Nationals several times, and was an up-and-comer in the burgeoning Australian Etchells class. In boatbuilding, he will probably best be known for his beautiful Etchells-class boats and a 41-ft IMS cruiser/racer from the design boards of Iain Murray and Associates. Felled by a heart ailment at the outwardly fit age of 37, Bashford leaves behind a wife and two young children.

**Jack and Carolyn West** of Southern California, passed away recently within months of each other, both of natural causes. Although Carolyn was a pioneering woman aviatrix, the couple were best known to sailors for their many, many articles on cruising their boats *Monsoon* and *Monsoon II* more than 135,000 miles up and down the Pacific Coast. The also co-authored the ambitious book *Cruising the Pacific Coast, Acapulco to Skagway*, now in its fourth edition and still seen aboard many active cruising boats.

Closer to home, **Leonard James** succumbed to cancer at his home in Sausalito on April 3. He was 83. A nationally prominent maritime lawyer, James was best known to fellow sailors for his lovely sloops *Reveille*, a Rhodes 33, and *Leda*, the family's Lapworth 36. On the latter, he competed in races both inside the Bay and out. He was a three-time commodore and active member of the St. Francis YC for more than 40 years. Next time you sail by Angel Island, you might also give a silent thanks to James; he spearheaded the effort that led to the acquisition of Angel Island by the state.

Much closer to home, **Jim Bacon** of Petaluma passed away on April 13 at the age of 44, also of a heart ailment. A general contractor and photographer, Jim chronicled sailing events for the Corinthian YC (where he was a member) and occasionally *Latitude 38*. When not working, he could most usually be found sailing, either aboard *Iris*, his Cal 20, or as crew aboard other race boats.

His loss hit our office more personally than most. His girlfriend, Christine Weaver, works in *Latitude's* production department. He is survived by her and her son Baylis, 5, as well as a brother in Sunnyvale and other family on the East Coast and in Europe. A memorial service was held for Jim at the CYC on April 25, after which his ashes were scattered on the waters he loved.

Our condolences to all the family and friends left behind.

### Club notes.

Recently, a club for Endeavour owners' has been formed. There are no membership dues. The club is seeking to establish a mailing list for all Endeavour owners to exchange information on repair, cruising adventures/misadventures, modifications, tall stories, historical data and so on for Endeavour yachts.

Our membership is currently at 40 and growing. We invite all Endeavour owners who would like to share information to contact the **Endeavour Owners Association**, c/o Bob and Carol Elwell, Business Accounting Systems, 943 Kings Highway, Suite 204, West Depford, New Jersey, 08066, or fax (609) 853-0239.

### Third reference is the charm.

"I was pleased to see my 38-ft Farallon Clipper *Echo* as the 'looking good' boat in the April Sightings," writes Jack Coulter. "The photo shows us off Fort Point with the crew preparing to set the spinnaker for a run down the Cityfront during last year's Master Mariners Regatta. After some spring maintenance and few repairs, *Echo* will be ready for this year's Master Mariners as well.

There's just one thing. Mr. Moran has been the former owner of



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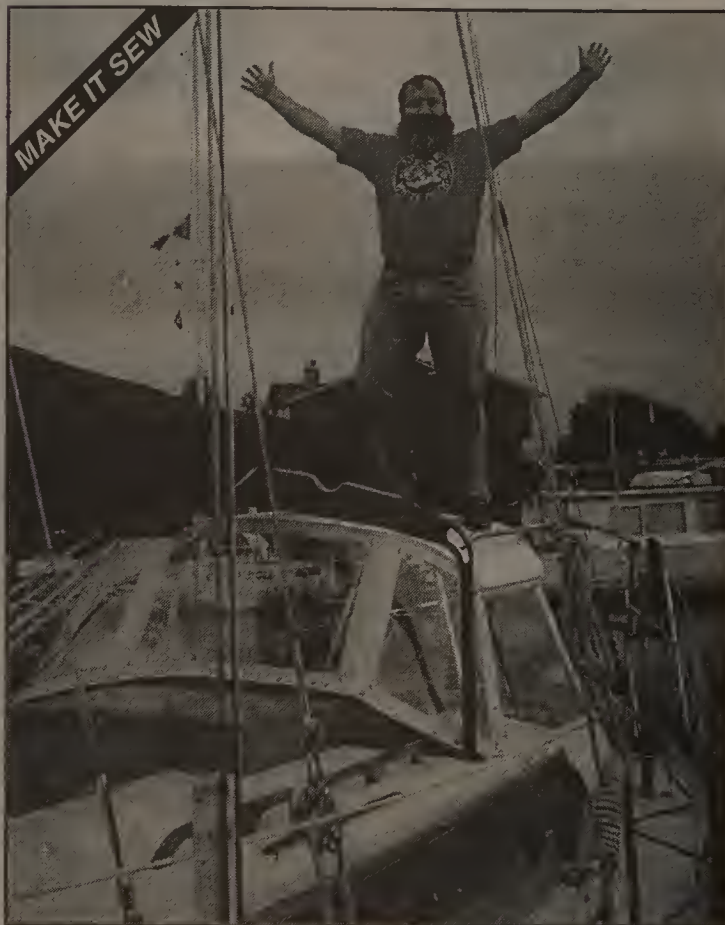
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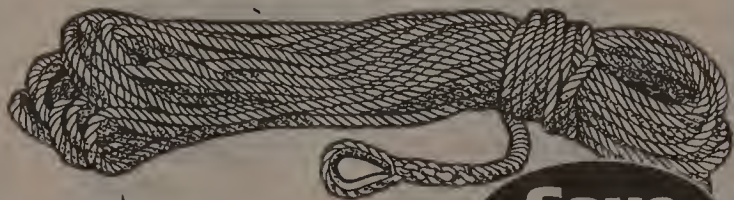
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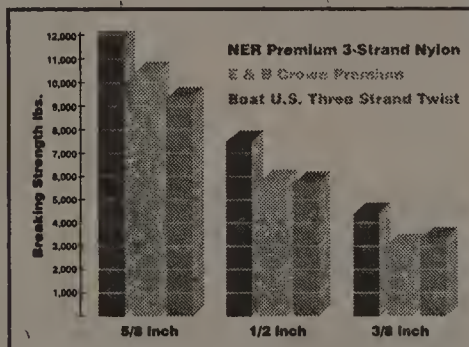
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1/2"	250'	7,500 lb.	121384	\$125.00	106 <sup>00</sup>
5/8"	200'	12,200 lb.	121426	\$161.00	136 <sup>00</sup>
5/8"	250'	12,200 lb.	121434	\$198.00	168 <sup>00</sup>
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## LOOSE LIPS

Echo for about 6 years now. Don't get me wrong, I like to see my boat pictured in your magazine even when I don't get credit for ownership. At least the boat was identified correctly.



Colin Powell's Hobie 18.

In fact, I like to see pictures of Echo even when she is confused with another boat, which was the case two years ago. In a spread following the 1994 Master Mariners, Echo was mistaken for Andale, a Cal 32 — an honest mistake since the boats are similar in appearance.

Readers — The selection of photos for 'looking good' is often a last minute one. Oftentimes, these come from a file containing photos we liked, but could not fit into various layouts for one reason or another. Such was the case with Echo. That often makes ID'ing a problem, too. In this case, our only point of reference (without calling somebody in the middle of the night) was a member handbook put out by the Master Mariner Benevolent Association several years ago. Obviously, it's a tad out of date. Our apologies to Jack. We'll try to do better in the future.

She's one of ours, all right.

During a recent dinner with the family, we were playing a new CD we had received as a gift. When we noticed our 9-year-old daughter swaying to the beat we asked if she liked the music. When she nodded, we said, "This is Chris Isaak. A lot of girls think he's a real dreamboat." She swayed and listened for a few more seconds then said, "Is he singing *this* on the boat?"

Too many cooks.

The Cook Islands have a strong appeal for two very different groups of people; cruisers and American lawyers.

For cruisers, the attraction of the Cooks — 15 islands approximately 500 miles southwest of Tahiti — is plain: warm southeast trades, beautiful islands and atolls such as Rarautonga, Penrhyn, Aitutaki and Suvarov. In addition, the Cook Islanders, although somewhat more conservative than other peoples of the South Pacific, are extremely friendly.

Although the population of 20,000 have a very modest standard of living, they have a natural inclination to share what they have — even with folks who have much more than them. Part of this is because religion is a huge feature of culture, some of it because it's their way. Not too many years ago several Cook Islands were put off limits to cruisers because the locals were being generous to a fault. And if you want to insult a Cook Islander, tip him.

So what could American lawyers want of these poor but exceed-

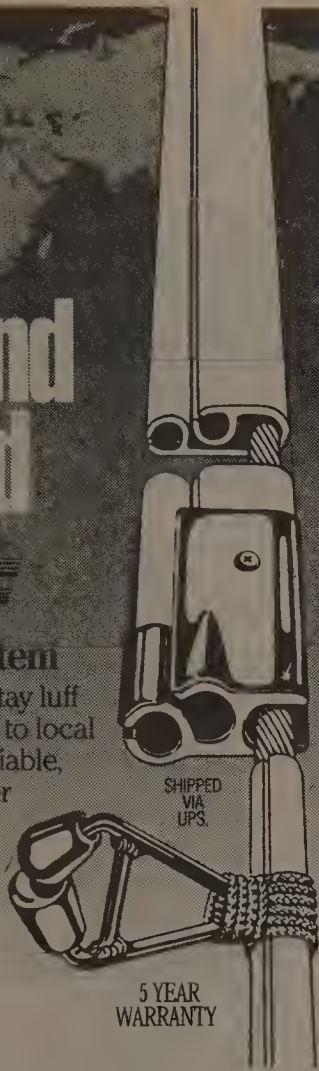
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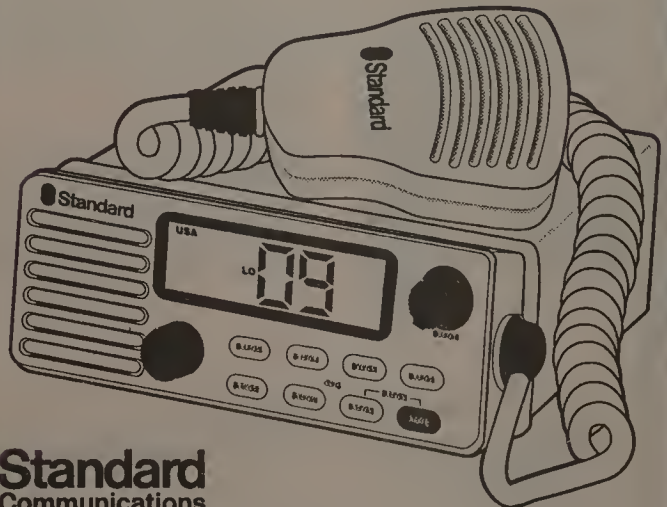
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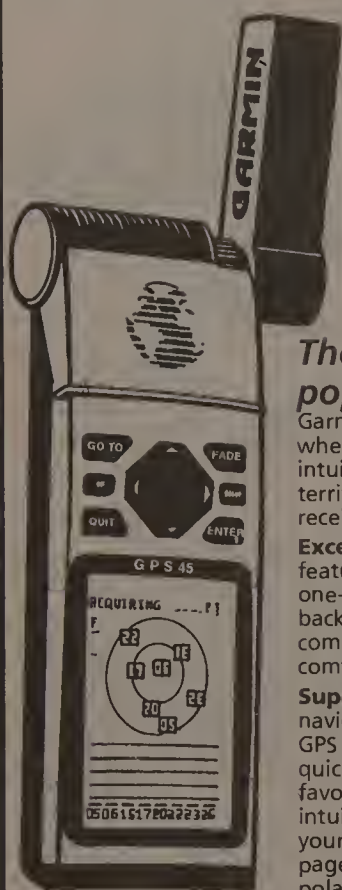
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**Super software:** Garmin created the best navigation screens in the industry for the GPS 45. Six navigation "pages" let you quickly scroll through information. Our favorite is the Navigation page, with its intuitive "highway" guiding you toward your next waypoint, but even the Satellite page is elegant, with an easy-to-understand polar plot and bar graphs showing satellite coverage.

**Accurate fixes:** The GPS 45 features a removable quad-helix antenna for excellent reception of satellite signals overhead, and Garmin's exclusive MultiTrac8 receiver for continuous, one-second updates of your position.

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## LOOSE LIPS

ingly generous people? Betterment of the health system? Increased education? Self-sufficiency? No, no, and no. Try money. Specifically, protecting their money from the very legal system in which they earned/extorted (chose one) it.

In a recent issue of the *American Bar Association Journal*, Jon Newberry wrote an illuminating article titled *Protect Your Asset Before Lawsuit Arises*. "Expanding theories of liability, disregard for precedent by judges and juries, and unpredictable damage awards," Newberry whined, "all conspire to promote the pursuit of claims that might not have been considered 10 years ago." To make his point clear, he quotes an honest lawyer as saying, "I don't want someone to do to me what I do to people all day in court." Ah, justice.

So what what does the *ABA Journal* article suggest lawyers do to protect themselves from being 'victims' of the American system of injustice? Why, shelter their assets overseas where laws offer "stronger protection and greater control of assets" than in the lawyer-dominated United States. Newberry singles out the Cook Islands as a great place for American lawyers to keep their money away from other American lawyers.

In addition to the obvious hypocrisy, there is also powerful irony in American lawyers seeking fiscal sanctuary in the Cook Islands. Religion plays an extremely important role in the Cooks. Three quarters of the population belong to the Cook Islands Christian Church, and those that don't are Catholics, Seventh Day Adventists, Mormons, Anglicans or Congregationalists. All, as we said, are well known for generosity to a fault. How fitting that hypocritical lawyers, too afraid to leave their money subject to a legal system they made it in, exploit such innocents.

Does the ABA have no shame? Pardon us, what stupid question.

### More fun with words.

Back by popular demand, here are some more of the funny typos that never made it into *Latitude*. See, we do catch a lot of them. . .

"He took beer can **raging** pretty seriously. . ." (racing)  
"They were almost hit by a **pissing** freighter. . ." (passing)  
"**Christ** Dickson took a commanding lead. . ." (Chris)  
"Senator **Einstein** helped push through a bill. . ." (Feinstein)  
"The thieves **varnished** into the night. . ." (vanished)  
"He fought off all comers to win the **Loser** class. . ." (Laser)  
"The **man** ripped from luff to leach. . ." (main)  
"Few boats can afford **cursing** insurance. . ." (cruising)  
"He applied a barrier coat **3 miles** thick. . ." (mils)  
"The Coast Guard searched many small **goats**. . ." (boats)  
"Before you get to meet this year's **chumps**. . ." (champs)  
"The collision destroyed the port **toenail**. . ." (toerail)

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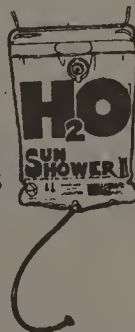
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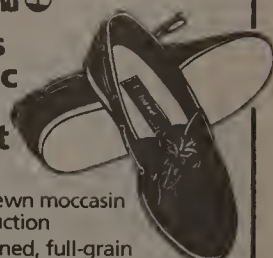
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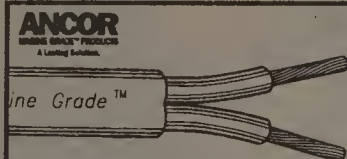
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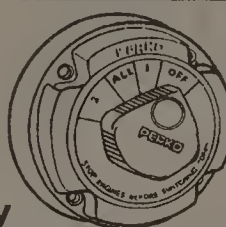


## Marine Duplex Safety Wire

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Size	Model	Reg./ft.	Sale/ft.
#14	297434	69¢	62¢
#12	297426	99¢	89¢
#10	297418	\$1.41	12¢

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**Sale 19<sup>95</sup>**

## Autohelm ST-4000 Wheelplot

- Compact drive mechanism fits entirely within the steering-wheel diameter
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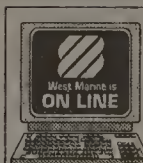
Model 480400 Reg. \$979.95

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# SIGHTINGS

## calling all circumnavigators!

Are you a West Coaster who has sailed around the world? If so, would you be kind enough to let us know? (We'd also like to hear from you if you haven't done a circumnavigation, but know of somebody who has but who might not know to contact us.)

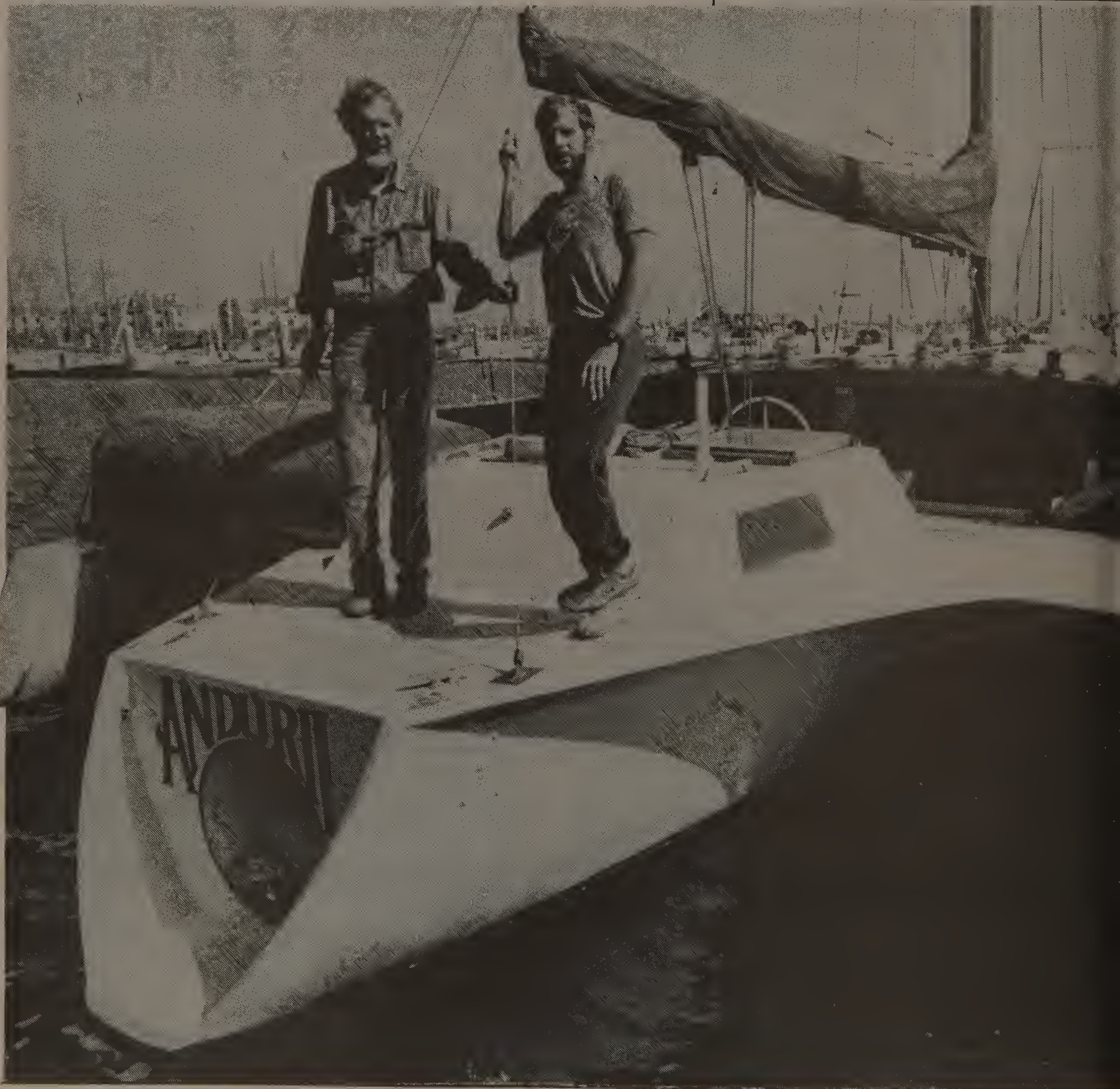
While it's certain there were fewer circumnavigators in the days prior to GPS, reliable worldwide communications, and watermakers, there were still a considerable number. As accurately as possible, we'd like to determine what that number is and identify those pioneer circumnavigators, too.

What we'd like to do is forward more detailed 'debriefing' forms to every-

continued outside column of next sightings page

## truth is stranger

— Two years ago in Sweden, Agneta Wingstedt's engagement ring fell into the water. Some would take this as a bad sign, but she went ahead and married fire chief Bengt Wingstedt anyway. Recently, a fisherman friend of Bengt's was cleaning a bunch of mussels he'd just hauled aboard — and out dropped the ring! The fisherman knew just who to call because Agneta had made sure her name was engraved inside!



## than fiction

— When 29-year-old Andrew Fitch came upon the proverbial note in the bottle in Geraldton, Western Australia, he had no idea he had just set a record. Three years ago, it was cast upon the waters by then 8-year-old Vicki Thomas — in England, 10,000 miles away! There was such a folderol over the whole thing that Guinness is said to be considering adding an entry in their book of records for 'ocean-voyaging bottles'.

**Father and son Don (left) and Erik Sandstrom aboard the Cross 40 'Anduril'. The boat has completed two circumnavigations since Don built her in 1975.**



## circumnavigators — cont'd

one who responds. This would be the basis of a future article — if not a book. After all, wouldn't it be great to know who was the first, what kind of boats have been taken around, who went around the Horn in the process, and so forth?

Even if you don't want to share a detailed account of your trip, or you felt your trip was 'nothing special', or you've never contacted a magazine before — even if you don't particularly care for *Latitude 38* — we'd still like you to be part of this valuable database.

As for those circumnavigators who have been featured in *Latitude*, please don't assume we'll contact you — we need you to take the initiative to re-establish communication, too.

By the way, if you're a West Coaster who has done more than one circumnavigation — we know of at least three — be sure to identify yourself.

All we need at this point is a postcard or short letter noting your name, address and phone number, plus when your circumnavigation(s) took place and aboard what type of boat. We'll take it from there. Address all correspondence to **Circumnavigators**, c/o *Latitude 38*, 15 Locust St., Mill Valley, CA 94941.

## lunch with dawn

Dawn Riley spoke to a sold-out crowd of about 250 at the Corinthian YC on April 10. By means of a multimedia show, she 'sailed' attendees through four years of participation in two Whitbread Round the World Races and two America's Cups, including edge-of-your-seat video footage of racing through the Southern Ocean under full spinnaker in 40+ knots of wind. Her presentation was followed by an interesting question and answer period and signing of her new book, *Taking the Helm*, co-written by Cynthia Flanagan.

Riley was raised near Detroit, where she learned to sail on Lakes Huron and St. Clair. She currently calls New Zealand home. She lives in Auckland with fiancé Barry McKay, himself a world-renowned sailor and boatbuilder. (McKay sailed with Peter Blake on the catamaran *ENZA* when they set the around-the-world sailing mark in 1995, as well as crewed aboard the maxi-ketch *Steinlager* during the '92-'93 Whitbread. He and Riley met during a fleet stopover in Punta del Este, Uruguay.)

Before taking off for the midwest to continue her busy schedule of speaking engagements, 31-year-old Riley found time to drop by our office for an official *Latitude* lunch interview. Over tostadas and ice teas at our favorite local Mexican restaurant, we brought ourselves up to date with America's premiere woman big boat sailor.

**What are you doing nowadays?**

Mostly speaking engagements. In my week and a half in the Bay Area, I've done several presentations, from large groups of sailors to classes of fifth graders. It's part of a plan to hopefully put together a career outside sailing. **And you're doing this nationally?**

Yes. I'll be going to Chicago next. I guess you'd say it's even international by virtue of the fact that I go back to New Zealand to see Barry every month or so.

**What sailing have you done lately?**

I did the SORC on *Nitemare*, a Farr 44 out of Chicago. John Baxter of Doyle Sails runs the boat for the owner, Tom Neill.

**Where were you on the boat?**

I drove. We ended up second to *Equation* in the big PHRF group.

I'm also planning to do the Santa Maria Cup in Annapolis in May. That's raced on J/22s. And just last weekend, I sailed on the IOD *Youngster* in the San Francisco YC's Resin Regatta. We tied for second in that one. Oh, and of course I always get in a sail with my Dad (Mill Valley's Chuck Riley) on his Kroger 38, *Estrellita*. It's always great to sail the Bay.

**Have you sailed here often?**

I wouldn't say often. I've sailed Fireballs here, and crewed on *Carat* in the '89 Big Boat Series. In the DeWitt painting of *Carat*, that's me on the spinnaker sheet — although my parents seem to be the only ones who know it.

continued outside column of next sightings page

## dawn — cont'd

### Do you have a boat of your own?

I have a windsurfer. Somewhere. I think. That's the only kind of singlehanded sailing I'm interested in.



Dawn Riley.

### How's your book doing?

It's doing well. We sold out all 15,000 copies of the first printing. Right now it's in its second printing and it looks like there may be a third. I have to say, that's how I get my workouts these days. In conjunction with speaking engagements, I often do book signings, and I have to lug boxes of them through airports.

### The next Whitbread starts in 1997. Think you'll be there?

Never say never, but it's pretty far down my list. I've done two and right now that feels like enough. I'm hoping that the Grand Mistral is going to happen, though. It seems touch and go at the moment.

### We've read a little bit about that. Can you fill us in?

It's a crewed, seven-leg, around-the-world race that's supposed to start from Marseille in September. Pierre Fehlmann, the Swiss skipper who's done multiple Whitbreads, is behind it. The race will be sailed in identical Farr 80s — sort of grown-up Whitbread 60s. The event appeals to me on many levels: it's new and different, it's more or less

level racing around the world, and the boats — being bigger and built to last — are intrinsically safer than the Whitbread 60s.

The thing is, there are only three of them sailing right now. Five more are supposedly being built, but with only five months to go, they're definitely behind the eight ball.

### In what capacity would you participate?

If I can get the backing, I'd get my own boat.

### What kind of a crew would you put together?

Co-ed! Definitely co-ed. I've done the all-woman thing. I think that's accomplished its purpose. Now let's get a good crew together. Women and men work together in life; that's how it should be out on the water, too.

Of course, it would be nice to have Barry along, too. But he's got so many other projects going, he probably wouldn't be able to go.

### The Swedes already have an all-women team signed up for the next Whitbread. Why not another womens' team?

There are — how can I put this tactfully — certain concessions you have to make to put together an all-woman team for something like a Whitbread or America's Cup. I'm not saying that women can't do it, that they can't work together. We've proved they can. It's just a lot more work when you don't have the diversity to pick from that you do with men sailors. So what you end up doing is taking a personality onto the crew that maybe doesn't fit as well, just because you need her particular skill.

### You note in your book that at the end of a race like the Whitbread, there are some people who will remain friends for life, and others you know you'll probably never see again. Who are some of the people you remain friends with from your various campaigns?

Renee Mehl is one. We've been sailing together since college. Jenny Mundy from Maiden is another. She's currently an electrical engineer in New Zealand, designing cellphone sites. Merritt Carey is in law school in Auckland. Leslie Egnot is also in New Zealand and hopes to make it to the Olympics in Atlanta. Melissa Purdy, who lives here in the Bay. . . I had dinner with her and her brother just a couple of nights ago.

It's interesting, now that we're on this subject — in the last America's Cup, there was such pressure that we really didn't have time to develop strong

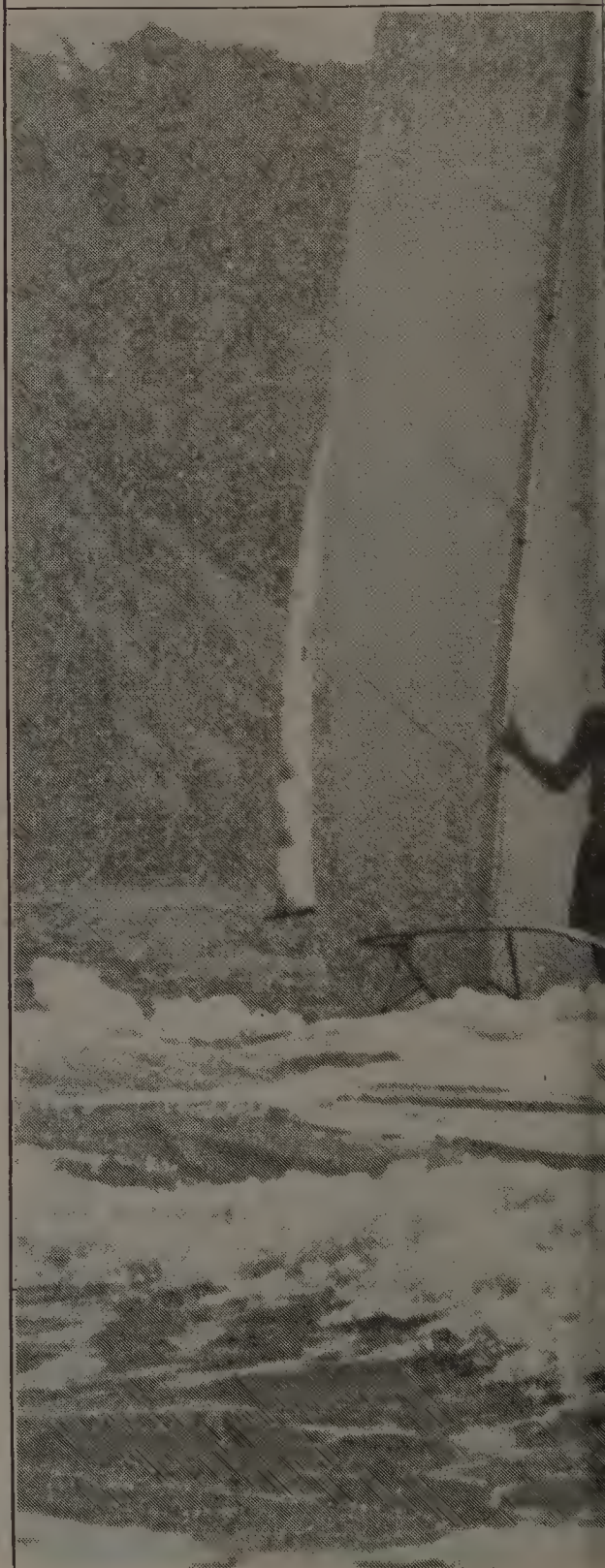
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## we have

Last month, we ran the inset photo on this page and asked readers to supply captions. You guys done good, and we got some real hoots going through them all. In fact, there were so many good ones we decided to send out T-Shirts to the top five, rather than the promised three. They are:

"Increased wetted surface equals more boatspeed, so let's get this baby wet. . . " ('BVD' from Essex Corp.)

"The new ULDB — ultra low displace-



## winners!

ment boat — features maximum water ballasting allowable under the rule . . ."  
(Richard Holway)

"We're having twice as much fun; we have *both* rails in the water." (Peter Andre)

"When was the last time you checked the holding tank?" (Charlie Blake)

"We either have to sign up for weight watchers or get a bigger boat." (Bobbi Coggins)

Your shirts are in the mail.

## dawn — cont'd

friendships. Most of the women on the team had no experience with an AC boat; many had never been in the public eye before. . . We had to work so hard to keep up with the sailing and the politics and all the rest of it that it just consumed our lives.

**Who are some of the people you admire most in sailing?**

Buddy Melges is near or at the top. I admired him long before I got to know him during the '92 America's Cup. I'd have to say Gary Jobson, for the influence he has — you have to admire anyone who can get the Whitbread to add Annapolis as a stop! I also have great admiration for Tim Woodhouse, a Detroit sailor who now runs Hood Sails. He taught me a lot and gave me a lot of opportunities early on.



*Shape of speed — the low-boat in calm water and (spread) out in the ocean.*

## dawn — cont'd

**As long as we're talking about important people in your life, any marriage plans for you and Barry?**

Not in the foreseeable future. Right now, we're happy if we can be home together for a week or two out of every month. Barry says one day he'll build me a boat that we'll sail around the world, but that's about 25 years down the line.

**What about the next America's Cup?**

That's pretty high on the list. I plan to be there, but I'm keeping my options open. I'm really hoping for a co-ed team.

**Any chance you might sail for New Zealand?**

Legally, I could do it. I'll have residency by then. But I don't see it as much of a possibility. They already have an overabundance of great sailors down there and — and they really have a chauvinistic view of women, much more so than here.

**We noted when you gave your presentation at the Corinthian YC that part of the proceeds went to the Women's Sports Foundation. What is that?**

It's a national advocacy group for women athletes, based in New York. It was put together a few years ago by Billie Jean King, Chrissy Evert and Lyn St. James. They're involved in such things as Title 9 enforcement (equal funding for female athletes), and awarding grants to female athletes who might need just a few hundred dollars more to make it to the next event.

I'm the sailing advisor. It's really something to go to WSF functions and meet famous people like Jackie Joyner-Kersey.

**After all you've done, is sailing still fun?**

Oh yes. But what I'm doing now with the lectures is also very rewarding. At first I wondered about the team building — you know, sailing as a metaphor for life — because the audiences were so quiet. Then I realized all these bankers or whatever were taking notes like crazy. They'd ask questions like, "What does 'get a lift' mean?" But when they clicked in, I could see they were getting something out of it.

Talking to sailors has always been the most fun, because we're talking the same language. But I'd have to say the most meaningful presentations to me are the talks I give at schools, especially inner city schools.

**What are the kids most interested in?**

The blood and guts, of course — injuries, how women fight to settle disputes, that sort of thing. But the overall message I try to get across is to think outside the box, the 'dream it, do it' thing: if you want something bad enough, and you work hard enough, and you work with people rather than against them, that almost anything is possible. But always have a safety net in case it doesn't work out.

When kids come up to me after one of those talks and say things like, "You mean I really can be a hockey player if I want?" — you know, the ones who actually get it — that's a great feeling. I feel like I've really done something worthwhile.

## arriba! arriba!

There are times when you just have to sit back and marvel at the less than seamless interface between the various departments of the United States federal government.

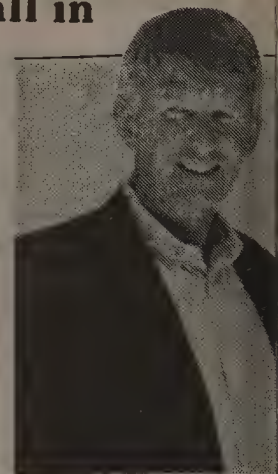
Our beloved Treasury Department, as you probably know, has had an embargo in place on Cuba for about the last 30 years. This means that it's perfectly legal for U.S. citizens to go to Cuba — as long as they don't spend money to get there or spend money while they're there.

Then there's the Coast Guard, a branch of the Department of Transportation. As of March 1, they've been issuing permits for U.S. boats to go to Cuba!

This incoherent government policy came about because on February 24 the hot-headed Cuban Air Force harassed and shot down an unarmed Cessna belonging to some U.S.-based Cubans, who depending on your point of view, are freedom fighters or agitators.

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## all in



Coast Guard rescue personnel don't often meet their 'clients' again after everybody gets warm and dry, but a lunchtime program at St. Francis YC last month brought the package together for Petty Officer Darren Reeves of Air Station San Francisco.

Reeves' workaday office is the rear cabin of a helicopter, and it was Reeves who hit the drink last year to retrieve Peter Hogg and Jim Antrim after Hogg's Aotea flipped on the return leg of the Doublehanded Farallones Race.

That was only one rescue in a very busy day for Reeves, but getting back together with Hogg and Antrim, he said, "is the special part."

Their first meeting happened by chance, to say the least. Aotea, a 40-foot trimaran, was moving fast under asymmetrical spinnaker when it pitchpoled in a sudden, intense gust. "We had seen a line squall, and we were trying to catch it," Hogg said. But the gust knocked the boat out from under them before Hogg and Antrim, Aotea's designer, could react.

Antrim was catapulted over the bow, then went for the nets between the hulls. Hogg was trapped under the boat briefly. "The important thing," Hogg said, "is we were both wearing harnesses." Hogg lit up his 406 EPIRB, and some 90 minutes later, Reeves was in the water beside them and swimming toward the overturned tri under the downwash of the helicopter rotors.

Reeves actually likes swimming in the open ocean, he said, "But it's scary in big seas when you can't see the rigging under the water, and you don't know what's there to grab you."

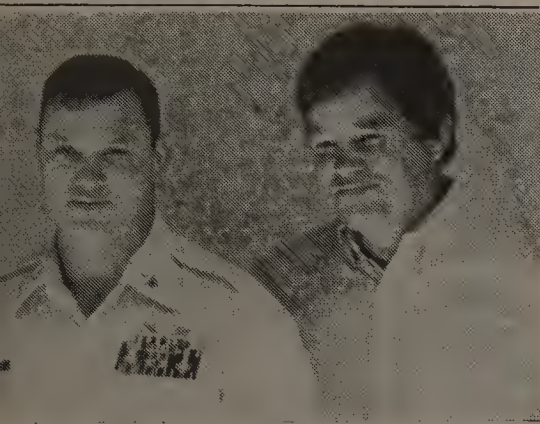
And if you've ever wondered what makes a rescue swimmer, "It's not speed," Reeves said, "it's determination."

Antrim was hypothermic by that time even though Aotea upside down was stable, and the boat was equipped for long-term survival. Lifted into the helicopter, Hogg tried to negotiate a ride to Sam's in Tiburon. The pilot voted for SFO. Then a second distress call came in, and they compromised on

## things that go bump

Sausalito is not only one of the most popular tourist traps. . . uh. . . meccas in the Bay Area, it's also a popular destination for

## a day's work



Rescuer and rescuees: Hogg, Reeves, Antrim.

Crissy Field. "They dropped us at the helo pad and they were out of there," Hogg said. "We looked around, and we were surrounded by an 8-foot fence."

By the time Hogg and Antrim scaled the fence to freedom, Reeves was already wet again, this time at Ocean Beach, going straight out of the chopper and under water this time to retrieve the first of two people washed off a sailboat in the surfline. Looking back, Reeves called it "a long day."

For those efforts and others, Reeves will be honored by the Coast Guard Foundation in San Francisco on May 10. Dick Swig, Foundation chairman, said, "It's a great thing to bring sailors together with the Coast Guard. A lot of people in the Foundation are sailors, and out of all the things we do, one thing that is dear to everybody's heart is the sailing program at the Coast Guard Academy, back in Connecticut. The money we put up was critical to building a sailing program there, it's critical to keeping it going, and we do it because most of the cadets come without a sailing background. We think they ought to get that chance."

Antrim doesn't exactly crave the spotlight when one of his designs capsizes — you can't blame him for that — but even though he was, "not pleased to be here in this role," he said, "I am very pleased to be here."

As for Reeves, who's been doing this work for 11 years and isn't rich yet, "I get to serve the community I live in. That means something to me, and it must mean something to other people in the Coast Guard, too. The training for a rescue swimmer is pretty rigorous — but there's a two year waiting list to get in."

— kimball livingston

## in the night

local sailors from all parts of the Bay. But, cautions Harbor Administrator Bill Price,

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## arriba! — cont'd

With freedom/agitators threatening to continue their flights of mercy/harassment, and with the Cubans promising to shoot them down, the U.S. government decided they'd better keep a lid on the situation. They did this by having the 7th Coast Guard District establish a Temporary Security Zone from 29°19' south — which is basically everything below Fort Lauderdale.

According to the policy, no private or commercial vessel less than 50 meters in length may depart the Temporary Security Zone with the intent to enter Cuban waters without obtaining the express permission of the Coast Guard. Persons violating the Security Zone are subject to long imprisonment, forfeiture of their boat, a whopping fine, and a hard spanking at the hand of the First Lady.

Bruce Ladd of the Redwood City-based Valiant 40 *Mo' Betta*, with Su Brodsky of Mill Valley as crew, faxed the Coasties from Lauderdale for permission to visit Cuba on March 23. They gave their names, passport numbers, boat I.D. — all the basic stuff. A couple of hours later, the Coasties faxed them back with permission to pass through the Temporary Security Zone and continue on to Cuba. No time limits, no restrictions, no nothing.

"It's totally bass-ackwards," snorts Brodsky. "If it's illegal for us to spend money in Cuba, why the f\_\_k is the Coast Guard giving us permission to go there? Besides, the permit doesn't legalize anything."

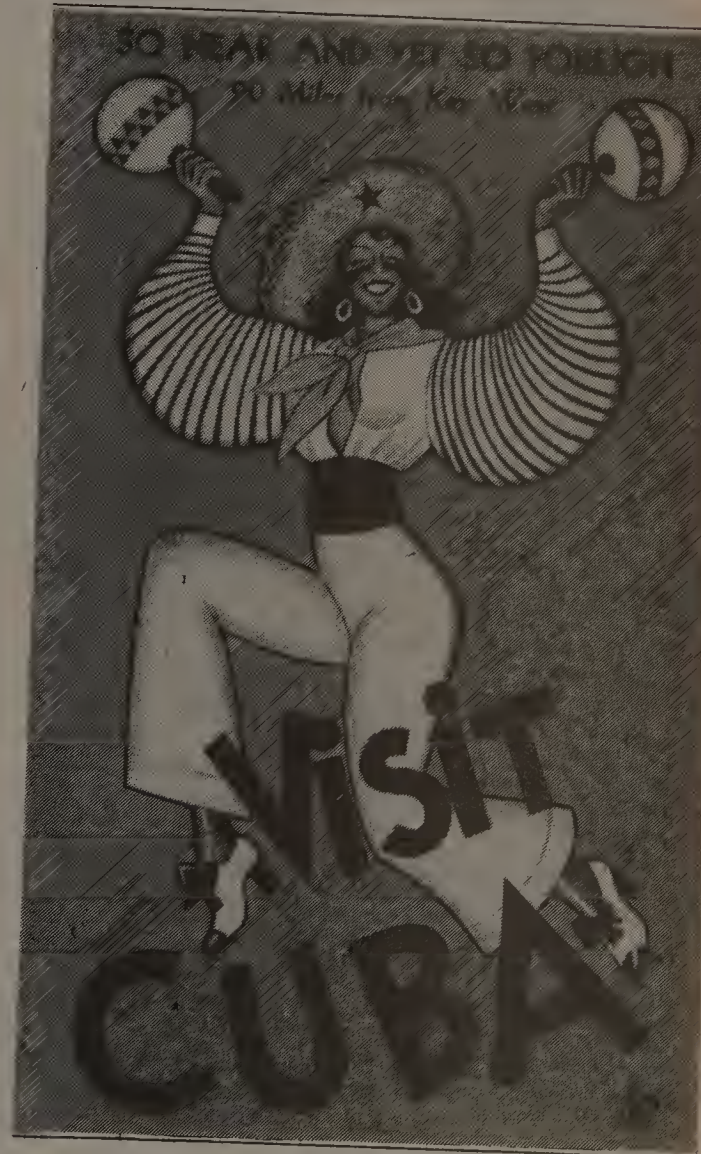
Brodsky is additionally steamed because full-time journalists can get permission to visit and spend money in Cuba, but freelancers — such as herself — can't. "It's really nice of them to discriminate against me because I haven't been able to find full-time employment with health and other benefits!"

When *Mo Better* arrived in Cuba, there were 35 boats in Hemingway Marina near Havana, 17 of them from the United States.

As if all this were not absurd enough, Floridian Geegee Morgan has scheduled the Cayo Regatta on June 8 to 17, which will take a fleet of sailboats and powerboats from Marathon, Florida, to Veradero and Havana for a week, then return to Marathon. Months before the start of the event, Morgan has nearly 40 boats signed up — and a permit from the U.S. government!

A good capitalist, Morgan is doing this for the bottom line — of a company that doesn't exist yet. Somehow she managed to acquire the Cuban rights for Sea Tow, which is sort of an AAA service for boats in that part of the world. A relative of hers is currently doing well with the business in the Bahamas.

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## arriba! — cont'd

A scoop for folks taking their boats to Cuba: Don't check back into the United States at Key West. Why? "Susan, the Coastie in charge at Key West, is a real bitch!" So says a female source who asks not to be identified.

Meanwhile, we got a wonderful fax from Commodore Jose Eschrich of Club Nautico International Hemingway de La Habana. "Our four-year-old yacht club has 536 members from 35 countries. We have a tight schedule at the end of May because we are organizing the Havana Cup Race, which is followed by the Key of the Gulf Race. Therefore, I would like very much to know *Big O's* schedule so I can go to Santiago or wherever to meet you. I hope this is the beginning of a long-lasting friendship."

The commodore of a yacht club is willing to travel about 500 miles to meet us! In any event, we also hope it's the start of a lasting friendship.

By the way, *Big O* has had a full crew for the trip from almost the time we announced it. Fortunately, we'll be buddyboating the entire time with Ken and Madeline of the San Francisco-based *Dynamique 62 Orient Express*. This fun-loving young couple have been doing crewed charters in Europe and the Caribbean for the last several years. If you're interested in being part of the Cuban Slide aboard *Orient Express*, call Andy at (415) 383-8200 Ext 104. But you must do it no later than May 12.

If you can't make the trip, but would like to forward some little gifts to the everyday Joses and Juanitas of Cuba — stuff like pencils, band-aids, aspirin, tongue depressors, blood-pressure cuffs, fish hooks — send them to *Latitude* by no later than May 15. We'll do our best to see that they get into the hands of some folks who really need them.

## hitchin' a ride

We don't know why stories like the following only seem to happen to Moore 24 owners. It's kind of like that Jim Carrey movie *The Mask*, where everything seems normal until you strap the thing on. And then the strangest things begin to happen. . .

Alan DuBoff has wanted to do a Doublehanded Farallones Race since, like, forever. He says he's read about each one avidly in *Latitude* and for the last several years has owned a Moore 24 — the ideal DHF boat if there ever was one. However, being a computer programmer stuck in Southern California, the race was always geographically unworkable around his schedule.

But now Alan lives in San Jose, keeps his boat in Santa Cruz and, well, 1996 was The Year. He and crewman Tim McTighe spent several months of off-hours time readying *Moorigami* for her maiden Farallones race on Saturday, April 20. On Friday morning, they hooked it up to Alan's '88 Range Rover and took off for the St. Francis YC's hoist.

The first sign of trouble appeared as they were going over the hill on Highway 17 and the red 'alternator' light came on. They stopped and looked under the hood, but everything looked okay and the car wasn't particularly hot, so they kept going. Alan figured it was a glitch associated with the trailer lights, which weren't working very well. All right, they weren't working at all.

Along about Hillsborough, the car started running really badly. They made it to a rest stop and considered their options. The main one, they decided, was not to fix the Rover. It was to get the boat to the yacht club in time for the race.

"I tried the usual stuff — calling friends who I knew had vehicles that could tow the boat. But nobody was around," says Alan. He also tried calling towing companies, but no one would come out for just the boat.

DuBoff finally phoned the Northern California Triple-A. He had one of their 'plus policies' ("for an extra \$20 they'll tow you 100 miles"), and he knew they covered RVs. Needless to say, his request to leave the Rover and just please get the boat to San Francisco was met with some resistance.

"I kept telling them — if a boat isn't a 'recreational vehicle', what is?"

"They pondered back and forth for a while, then a supervisor finally said 'okay'." But the problem wasn't quite solved. None of usual AAA towing services would tow just the boat, either. "Can you believe it?" says Alan. "They didn't feel 'equipped' to tow the boat by itself, but tow the boat and Rover? No

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## bump

when it comes to cruising Sausalito's picturesque waterfront, you can get too much of a good thing.

"There are many sunken wrecks in Richardson Bay off the main channel and people who try to sail there are 'finding' them all the time," he says.

Removing known wrecks is an ongoing process, says Price. But not all wrecks are known. Some, like the remains of the old barges that were mostly removed several years ago (large chunks apparently still remain below the surface), are plainly marked with buoys. Others, well, they're usually located via the clunk and thunk method — the sounds the keel and rudder of a sailboat make when it comes to a sudden halt atop the bones of one of its ancestors.



## — cont'd

The main channel is a safe and popular sailing area. If you want to venture outside of it, "my recommendation is that it is safe to sail south of a line between Daymark #4 (off the Spinnaker Restaurant) and Cone Rock," says Price. "I can't guarantee you won't hit anything there, but we don't know of any wrecks. Anyone venturing north of that is taking a chance."

If you're one of those Indiana Jones types who thrives on danger, and the thought of foaming across the wreck-strewn bay is irresistible to you, when you do get hung up, be sure to take some bearings on your position. Bill asks that these be both visual and with a GPS if you have one. Then let him know so he can work up a summary abatement report

continued middle of next sightings page

## hitchin' — cont'd

problem."

A fellow sailor finally came to the rescue. Mark of Los Altos Tow, who spends some of his free time on the water, instantly sized up the situation and agreed to do the tow. By the time he arrived around dusk (this phone conversation had been going on for several hours — in the rain, no less), another AAA truck had already towed the Range Rover away to a local garage.

Mark hooked the Moore up to a wrecker "that looked like it could tow a semi" and deposited the wet and exhausted Moorans at the St. Francis about 9:30 p.m. Alan and Tim rigged the boat, put it in the water and crashed aboard for a few hours sleep. They were ready to go the next morning, and finally got to do that long-anticipated Doublehanded race to the Rockpile. How did they do?

"Well," says Alan, "We sailed right with Dave Hodges for about 20 miles. In my book, that means we did pretty good!" (Hodges finally had his 6-for-6 string broken this year. For more on the race, see *The Racing Sheet*.)

A footnote to the happy ending — the car trouble was just a broken belt, total repair cost: \$40.



## in with the new, out with the old

This is the boat storage yard of the Cal Sailing Club at the Berkeley Marina, just one day after taking delivery of 8 new Lido 14s. If it looks crowded, it's because the old boats haven't yet left for their new home in Clear Lake.

The Lido 14 has been out of production for a number of years, and the new version is a major re-design. Schock Boat Works completely revised the deck, sealing off the open forepeak and rails and adding a number of other improvements. Unlike the old Lido 14, the new Lido is a boat that can be sailed away from a capsize. The new design is not self-bailing — that would compromise the comfortable cockpit — but at least this version will not require heroic bailing efforts to get it floating high enough to keep on sailing. The 'CSC Edition' of the Lido 14 features an extra strong mast section, a masthead float, and other custom features for durability and repairability in the harsh sailing environment off the Berkeley Marina that is the club's training ground.

A collaboration between designer Barney Lehman and builder Bill Schock, the Lido 14 was born in 1959. It has been the workhorse primary trainer at CSC ever since. The first fleet (supplemented by a few new boats in '1962) lasted until 1984 thanks to many extensive rebuilds. Fleet number two, subjected to much heavier demands from the expanded membership, faces retirement after only 12 years.

When the time came to replace the boats, CSC considered other, newer designs. But CSC does things a little differently than most sailing schools. Because of the demanding weather conditions, and because all CSC instruc-

continued outside column of next sightings page

## bump

and get the ball rolling to remove the wreck. That way, when you get the bill for the tow to the yard and the expensive repair bill, your derring-do won't be all for naught.

What to do if you do get hung up in Richardson Bay? Price can also help out there. Call him via cellphone or the marine

## retirement

For some folks retirement is a time to sit back and take it easy. For Pete Passano of Marin County, formerly in engineering management with Bechtel, it's been a time to see the world — and engage in some world-class pleasure and adventure sailing.

From 1988 to '90, Passano and Santa Venetia neighbor Bob van Blaricom built *Sea Bear*, a 39-foot steel cutter. The boat was built in Passano's back yard, then shoved into Gallinas Creek and finished off behind van Blaricom's home.



## — cont'd

operator at his pager — 458-0833 — and he'll put you in touch with a local salvage company that will come out and pull you off. We probably don't need to remind our astute readership that the Coast Guard doesn't do that anymore except in emergencies.

## living

Upon completion of the boat in '90, the two sailed to Hawaii, then Alaska in '92, New Zealand in '93, and Australia in '94. Together they covered about 25,000 miles. After the trip to Australia, the divorced Passano and the married van Blaricom had different visions for the future. Van Blaricom wanted to spend more time sailing closer to home and cruising with his wife Jane — they've since bought an Aries 32 and hope to return to Alaska soon. Passano wanted —

continued middle of next sightings page

## new/old — cont'd

tors are volunteer members, the 'usual' training system of putting one instructor in a powerboat with a megaphone while the students flail about on their own is not really viable. At CSC there's a rated skipper/instructor in every boat until the students have passed their first set of tests. This means the boats have to be high-capacity — enough for the instructor and two or three adult students — yet rightable after capsize by a single lightweight sailor. The new Lido 14 was the only boat that came close to meeting these requirements.

In fact, in many ways it exceeded the 'minimum standards'. The Lido is wide and heavy, but has enough sail area to feel lively even with four adults on board. It also features an unusually large and hard-to-stall centerboard, drawing 4'3" with the board down. Including trailers and 'club-proof' sails from Pineapple, the 8 new boats cost about \$52,000 — about \$6,500 per boat. Most of the funds came out of a reserve account that had been accumulating for over a decade for exactly this purpose.

But what to do with the old boats? They were offered for sale for \$600 each complete. Then Ted Ustick of the Clear Lake Sea Explorers materialized with a \$2,000 offer for the entire fleet. Both the Sea Explorer unit and the Konocti

continued outside column of next sightings page



Above, CSC members instrumental in the fleet renewal were Peter Baczek, Rebecca Haussman and Peter Kuhn. Spread, old Lidos (dark hulls) move out to make way for new boats.



# CUBA

Tropical, Unspoiled, Communist

*Latitude 38* is planning to take *Big O* to Cuba from May 26 to June 10 for journalistic and humanitarian purposes. As such, it may be possible to have the visit approved by the United States government.

If we can't get approval, we're going anyway. It's not illegal to travel to Cuba, although paying for transportation to Cuba and/or spending money while in Cuba is considered "Trading With the Enemy" — and is against the law.

Our plan is to leave for the south coast of Cuba from Jamaica, cruise the unspoiled southern coast of Cuba, then head to either Isla Mujeres, Mexico or Key West, Florida. We don't necessarily plan on stopping at Havana.

Only the most adventurous people will be considered for this trip, meaning you can't complain if you find yourself fined or arrested by the U.S. and/or Cuban governments — although the latter has the welcome mat out for all foreign visitors.

**BIG O**

The cost of the trip is \$2,000 per person, but does not include transportation to and from Jamaica and Isla Mujeres or Key West. The price would include food and beverages — as well as the possibility of being seasick, miserable, shipwrecked and other nautical fun. As stated above, we can only charge for the trip if it gets approved by the U.S. government. If it doesn't get approved, we can't charge.

Persons with strong political feelings regarding Cuban-American relations need not apply. We're going to Cuba to meet people on a person-to-person basis. *Big O* always sails with a mixed crew, so women are encouraged to apply.

If you have any questions or if you want to join the crew, call Andy at (415) 383-8200 x 104.

other resort, call (415) 383-8200 x 104. We're not sure if you want to join the crew, but we're sure you'll have a great time.

**Big O is booked! For space on our 'buddy boat' (a Dynamique 64) call Andy @ (415) 383-8200 x 104**

Thanks.

# BERMUDA

Subtropical, Spoiled, Capitalist

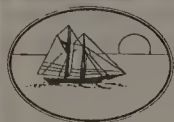
Did you know that Bermuda shorts were named after a tranquil, well-scrubbed little island that lies 650 miles off the New England coast, and is kept warm year-round by the Gulf Stream? True story. But that's not why we're taking *Big O* there this June. We're not *that* silly.

We have a purpose! That is, to race there in the fourth annual of the West Marine Cruising Rally from Hampton, Virginia June 24 — a serious offshore passage, but bound to be

fun. We'll tie up with the fleet at the famous St. George's Dinghy & Sports Club, then spend some time cruising this proper British isle, with time for snorkeling, hiking and getting to know the local customs.

Sound like your cup of tea? If you like to slam around in blue water, know how to party without getting ugly and have never been accused of whining, then give Richard a call to discuss the details at (415) 383-8200 Ext 111.

— **BIG O** —



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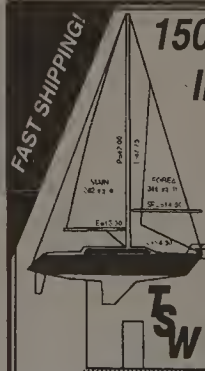
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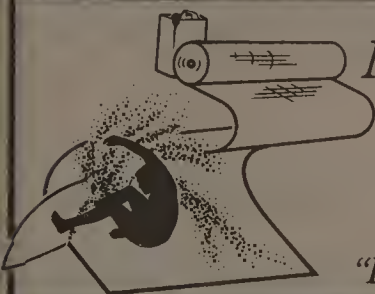
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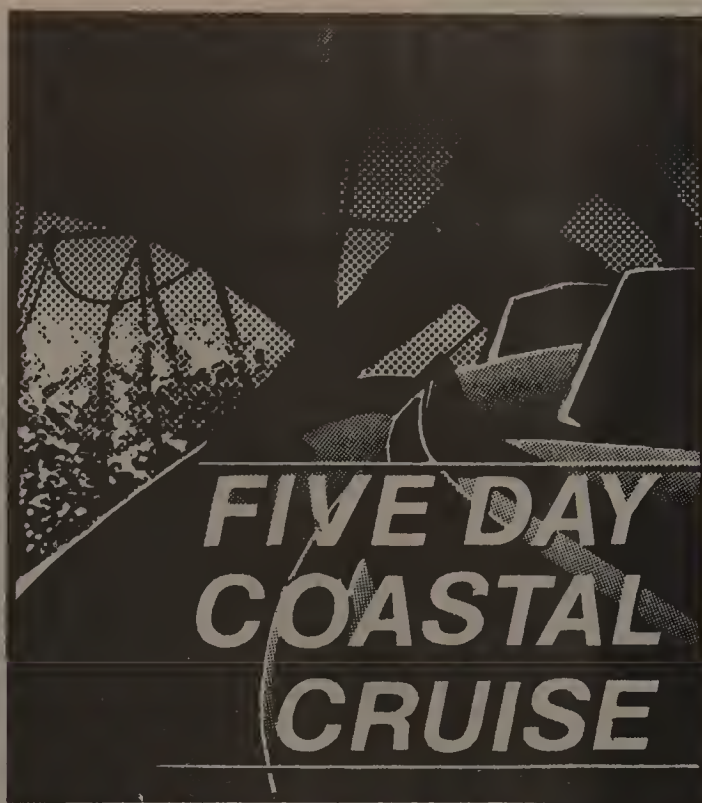
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## new/old — cont'd

Bay Sailing Club were in the market for just such a primary trainer.

"We could have gotten more money by selling the boats individually," says CSC Commodore Bill Csajko, "but this is more in line with the stated goals of our constitution. We hope the old fleet gives several more generations of young people a great start in sailing."

The nonprofit Cal Sailing Club introduces about 1,000 people to sailing every year. Despite the name, the connection to the University of California is only historical. Membership is open to the public at the absurdly low price of \$45 for three months, which includes unlimited lessons, boat use, windsurfing, racing and cruising. They also have a fleet of five keelboats and some high-performance dinghies. More info is available from the CSC website at <http://www.well.com/user/csc/>, the voice message machine at (510) 287-5905, or at the clubhouse on the south side of the Berkeley Marina.

On Clear Lake, the old fleet will be used by a number of organizations associated with the Konocti Bay Sailing Club. Ted Ustick and the Clear Lake Sea Explorers unit 7, District 7-11, can be contacted at (707) 279-1761.

— paul kamen

## life of brian, part VIX

Finally, on the 9th of March, 1996, *Mai (Miti) Vavau* blew off South Africa. With a bone in her teeth, we blasted out from beneath Table Mountain at sunset — the infamous 'table cloth' cascading down her face like the mother of all waterfalls. The Cape doctor kept the diminutive sloop on her toes with a stiff 35-knot sou'easter. In summer, Cape Town illuminates Table Mountain with spotlights. The spectacle of clouds boiling over the top like a freak wave, engulfing the city lights is indescribable.

For weeks, we'd fought tooth and nail to reach this 'tavern of the seas', as deepwatermen still call the Royal Cape Yacht Club. And to my weary eyes' delight, they fly the burgee of the Hawaii YC. The yacht club committee could not have been more hospitable, sponsoring use of their facilities to me for the length of our stay. I can't say I did justice to the city where two oceans meet, but the port was meant to be no more than a pit stop.

After two weeks, I'd provisioned for the 6,000-nautical-mile Atlantic crossing — at least part of it — and reconfigured *Mai (Miti)* for light weather. As mentioned previously, I acquired Doyle Sails and Bainbridge Sailcloth as new backers. The light Spectra airfoils would prove the key for besting the 'parking lots' of the Atlantic. . . at least until we passed Lüderitz.

Where the hell is Lüderitz? It's a meteorological hellhole several hundred miles north of Cape Town, where coastal lows develop with the regularity of Aunt Jemima whipping out hotcakes. Good Hope couldn't spare giving all yachties a going away kiss, you see. My compatriot singlehander, Korean Tony on the Cal 30 *Proteus*, and I barreled northwards like bats out of hell.

Soon thereafter, both of us were creamed by the Cape for old time's sake. Tony was doing 6 knots under bare poles and I had the sea anchor out for practice. On another yacht, friends Steve and Marty on the S&S 40 *Cicata* were dismasted 40 miles west of Saldanha Bay.

After those few days clearing the southern latitudes, we had the most beautiful sail to the island of St. Helena some 1,680 nautical miles away. I think I averaged one book a day for the balmy 17-day passage.

I decided to stop at the last outpost of Napoleon because I'd bent the gooseneck of the boom in the gale. Besides, I could undoubtedly top off my water and provisions before continuing on the 3,700 miles to the Caribbean.

After just a few days on the island, I can say it was one of my best stops to date. It reminded me a lot of French Polynesia — friendly people, sleepy towns, great exploring, beautiful girls. . . So naturally, the best plan of attack would be to bail out of there as fast as possible, right? Wrong. Just one more stop to add to my "have to go back there one day" list.

I've done injustice to so many beautiful places, degrading oceanic jewels by dubbing them 'pit stops' in my race against age. It seemed like yesterday that I'd been on safari north of Durban. And I'd raced hell-bent away from the dark continent after just scratching the surface. Sort of the nautical version of

continued outside column of next sightings page

## retirement

did he ever! — to keep cruising full time. So in an amicable arrangement, Passano bought van Blaricom out, ending a 20-year partnership between the two.

Passano sailed *Sea Bear* from Australia to New Zealand, and then on December 6 of last year departed Auckland singlehanded for — and it makes us cold just thinking about it — the Roaring Forties and Cape Horn. Despite Force 11 sea conditions — 56 to 63 knots — Passano and his modest cruising boat persevered, pulling into the Falkland Islands on January 14. His arrival in Port Stanley marked not only the end of an outstanding singlehanded passage — but also Passano's 66th birthday!

About the only place more dangerous for a sailor than Cape Horn is Rio during Carnival, and Antigua during Sailing Week. Having survived Cape Horn, the intrepid Passano sailed up to Rio and managed to

## bimbo's latest

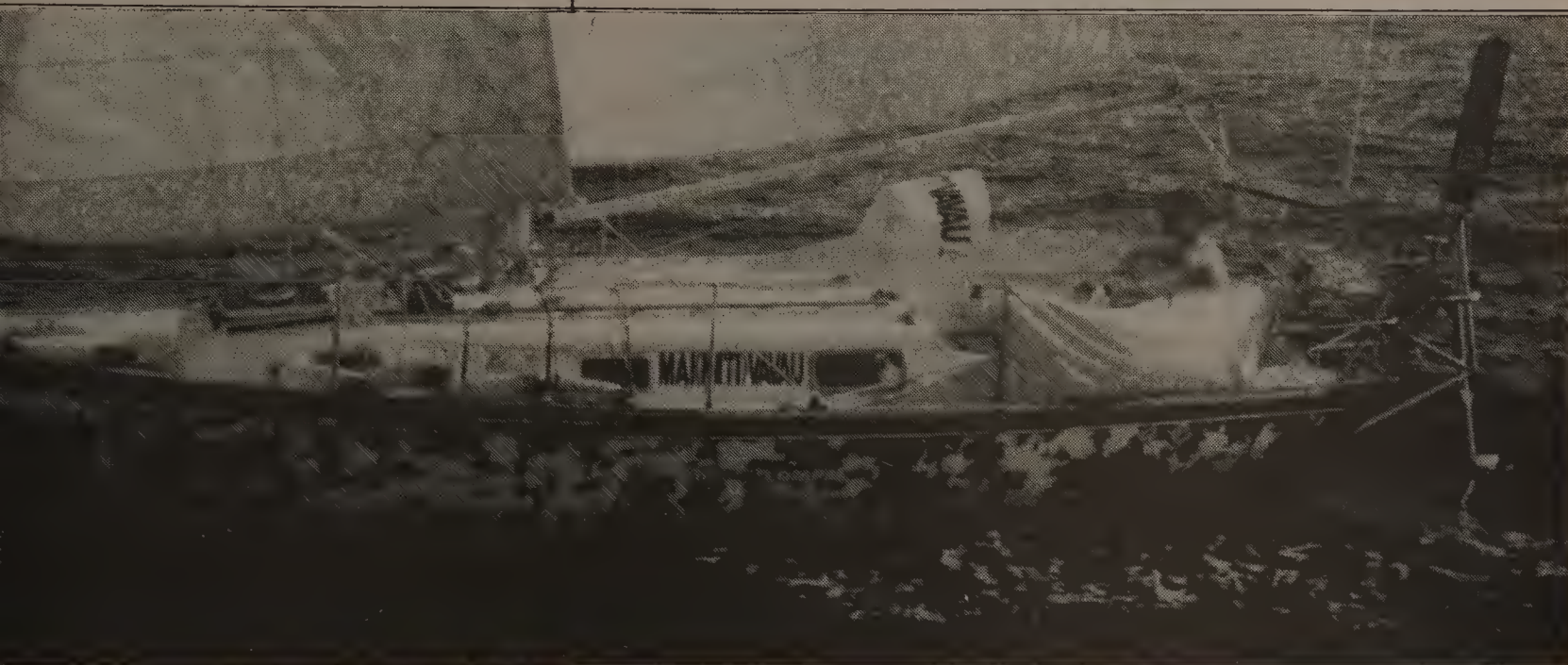
Though not a catamaran, there is something decidedly feline about the Farr 36 *Bimbo*. Like a 'cat', she seems to have nine lives.

She used the second one up last month. We'll get to that in a minute. The first life went up in smoke in a dock fire seven years ago. The boat — a coldmolded sistership of *Petard* and *Sweet Okole* — had been in the process of a refit when the fire started. Before it was put out, it destroyed the main bulkhead and much of the coachroof. The damage was never repaired and that's pretty much how the boat sat for the next six years.

About a year ago, rigger and marine electrician Jack Scullion got hold of the boat and started "shoveling the charcoal out." The idea was to bring her back to sailing trim, set the boat up for singlehanded, and perhaps even do a few low-key crewed races. Fortunately, the rig had been removed and stored before the fire, so it was in fine shape. Jack supplemented the sail inventory with a new Pineapple main, spinnaker and two new headsails. The boat started sailing again earlier this year.

— cont'd

brian — cont'd



live through Carnival. He's now on his way to Sailing Week in Antigua — where the Wanderer hopes to interview him and some stewardesses hope to draft him as crew aboard *Big O*.

Remarkable voyages aboard a boat built with your own hands — we salute you, Peter Passano!

## brush with death

On March 24, Scullion was doing the Rites of Spring Race, an event for single and doublehanded sailors. He was singlehanded the boat, heading for Mark 23 (east of Angel Island's Quarry Point), "when all of a sudden I got thrown across the cockpit," he says. This occurred about 75 yards from the mark, he estimates. There was no 'thunk' and he could see nothing in the water, so when the boat started going again he just got back to the business of racing her.

"When I rounded the mark and got ready to go over to Blossom, I noticed I couldn't get the boat up to speed," he says. "That's when I looked below and saw cushions floating around."

At that point, Jack put the boat into the wind, dropped the jib and put out a mayday. The situation was complicated by the fact that he hadn't yet installed new bilge pumps in the boat — electric or manual. In fact, all he had was one of those plunger-style handheld pumps. "There wasn't even a bucket aboard!" he says.

It didn't take long to discover where the

continued middle of next sightings page

*Brian Caldwell, Jr. — it's all downhill now!*

eat and run. But don't you know — I have to get back to the U.S. before I'm legally old enough to drink. At least Tania Aebi and Robin Lee Graham could have a glass of champagne to celebrate their arrivals home. I guess I'll have a Kool Aid on the rocks, please. Make it a double.

At this juncture, I'm pulling the hammer back a fraction because it took longer than expected to round the Cape of Storms. As a result, the one-year schedule has become a bit skewed. I can't beat the hurricane season back to Hawaii, so I'm aiming to reach Panama by June. From there, I'll take a hitch down to the Marquesas. I'll wait there until August or September before closing the circle at the Hawaii YC. The slowed pace will allow me to better keep *Mai (Miti)* in cherry condition. The objective is to finish before my 21st birthday on December 17 — period. To succeed, I need to finish. I'm not willing to gamble the fortune allotted thus far to finish a few months sooner.

Aloha to my sponsors and everyone following the 'snot-nosed kid on the Contessa'. I look forward to thanking each of you in person, back on *terra firma*!

— brian caldwell, jr.

## stop not making sense

A small yacht, even one with a large radar reflector, is at the best of times a marginal radar target for large ships. Throw in some sea clutter or light rain, and the small yacht becomes all but invisible on a radar screen.

From the bridge of a ship, with its radar mounted 100 or more feet above sea, anything over a two-foot sea creates a strong radar echo. If the watch-keeping officer adjusts his radar's 'sea clutter' control to reduce the wave returns, then the visibility of weak targets within the area in which he's reduced radar 'gain' are lost.

Ship's masters will tell you that with a good sized sea running, sea clutter obliterates most signals inside of a six to eight mile area. Yes, they will see other ships, but smaller targets such as yachts — which are characteristically poor targets in the first place — are lost to 'view'.

Prudent seaman are aware of this, of course, and realize it is they who must see the ships first and take evasive action. But what happens when weather conditions make this difficult or impossible? Rain and/or fog may reduce visibility, in which the small vessel once again becomes dependent on the

continued outside column of next sightings page

## stop — cont'd

ship's officer to be able to 'see' him on radar.

To cure this problem, the marine industry needs an everyday version of the SART transponders now required for emergency use on commercial shipping. Such a device would have the following features:

- 1) It would operate on the vessel's battery bank, be it 12 or 24 volts DC.
- 2) It would send out a single strong blip, or perhaps series of blips like a RACON beacon, to mark the user's location on other radars.
- 3) It would have a moderate current draw so that it would be useable on smaller vessels without extensive battery banks or generating capability.

Such a device ought to be easier and less expensive to build than the current SART models, as it would not need an internal battery and would not need to send out the 12 blips necessary to mark the SART emergency signal. Just a single blip — or perhaps three to identify it as coming from a small vessel — would do. Further, the housing could be built to a lower specification than that required for use in a liferaft.

I'm certain that a device such as the one described above would save lives. Indeed, Judith Sleavin's husband and two children might still be alive today had one of these units been available to them and turned on when they closed with the coast of New Zealand last year. In addition, such devices would help minimize collisions between vessels in difficult radar conditions.

Every serious sailor would want to have one of these units aboard his boat. I strongly suspect that even recreational boaters, down to those with moderate sized runabouts, would be willing to pay for the increased visibility such a unit

*continued outside column of next sightings page*

## bimbo

water was coming in — there was a gash 18 inches long and 1½ inches at its widest sliced in the bottom under the port quarter. He stuffed a spare spinnaker into it and pumped like a man possessed. At that point, he had the boat pointed toward Treasure Island with the tiller tied off. "I figured if nobody came, I could beach the boat in Clipper Cove," he says. He didn't want to try to start the boat's diesel because it was partially submerged.

Fortunately, when he got to the tip of TI, the Coast Guard arrived in a 41-footer. "They said I was easy to spot," says Jack. "I was the only boat around with the bow submerged!" Two Coast Guardsmen boarded *Bimbo* with a portable pump. When the boat was finally floating back on her lines, they towed her back to the Estuary.

Scullion keeps the boat in Fortman Marina, but the Coasties towed him straight to Svendsen's so the boat could be hauled. Once out of the water, Jack was surprised to see no paint, rock fragments or other evidence of a 'blunt instrument' near the hole.



## — cont'd

"It was pretty obvious something real sharp had sliced through the hull," he says. After a proper patch and fresh-water rinse inside, *Bimbo* was sailing again in a week or so.

In fact, the boat appeared little the worse for wear for the close call. Jack was happy to note that when the boat went back in the water, all the electronics still worked and the little Volvo diesel started right up.

Whenever we interview people who have had boat and/or life-threatening experiences, we always make it a point to ask what they learned from the ordeal, what they might have done differently given 20/20 hindsight, and what if anything they plan to do to avoid a reoccurrence. Jack Scullion had the same answer for all three: "BUCKETS," he said emphatically. "BRING BUCKETS!"

continued middle of next sightings page

## stop — cont'd

would render.

As I see it, manufacturers would be selling a profitable product at the same time they were making the seas a safer place for those who use them for their livelihood and recreation.

— steve dashew

*Readers — Dashew and his wife Linda have sailed a combined 200,000 ocean miles in various boats, and are the authors of several books and numerous articles on sailing. Their sentiments echo those of another concerned sailor whose letter appears in this month's Letters section.*

*Let's see, we know that transponders work, and we know that RACON beacons work. In all seriousness, is there then anyone out there who can give us a good reason why a recreational version of these devices isn't currently government approved and available at marine electronic stores? We'd snap one up in a second, and we're certain that most other ocean sailors would, too.*

*Dashew informs us that he's in the process of contacting folks like Chuck Hawley at West Marine, BOAT/US, and various members of the marine electronics industry to see what can be done about getting such a product to market. He's got our full support. If the time comes to put a lot of pressure on the FCC, the Coast Guard, the IRS, and who knows who else to get the product to approved, we hope all you readers will be willing to lend your names to such a cause.*

*Stand by for updates.*

## another day, another record

The 60-ft trimaran *Lakota* is poised to devour another record as we go to press. On or around May 1, it will depart the Bay for Yokohama, Japan, in a nonstop attempt to break the sailing record to that Far East port: 34 days, 6 hours, 26 minutes, set in 1992 by Mill Valley's Peter Hogg aboard his 40-

ft trimaran *Aotea*.

Hogg will be aboard for the attempt, along with *Lakota*'s owner, Steve Fossett and the boat's regular crew, Brian Thompson and Ben Wright. In fact, the 'James Gang' (all three mens' middle names are James) is the same crew who were aboard when she set the 16-day, 17-hour, 21-minute record from Yokohama to San Francisco last August. That's them in atop Mount Fuji in the inset. Hogg figures the big boat will probably better his solo mark by as much as two weeks if they get the wind — which is fine with him. The only thing he says he's worried about is finding *Aotea* out there in the big blue. (That boat capsized in the '95 Doublehanded Farallones and disappeared before it could be salvaged.)

"The worst-case scenario would be to hit *Aotea* while I'm on watch one night and sink both boats. I'd never be able to get another ride with anyone!"

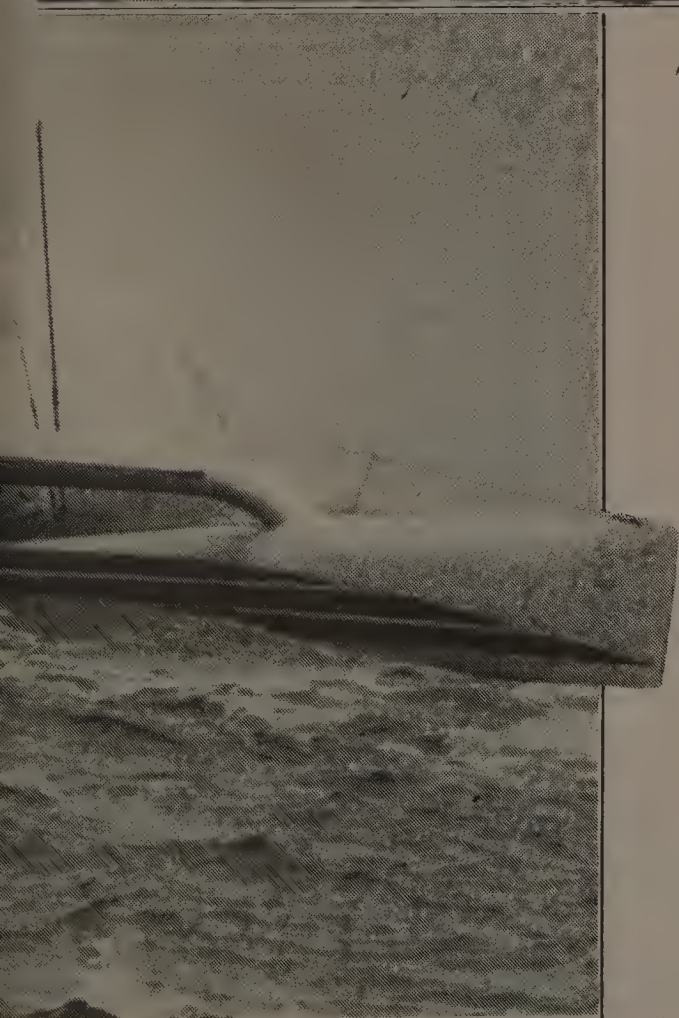
help put a frantic  
mother's worries to rest

I'm writing in hopes that you can help me and my young children sell our Tahiti ketch *Melita*.

The November before last, my husband and I took some time off from running luxury yachts professionally to go cruising in our own small boat. Our son Robert was eight weeks old at the time, and we were hoping to spend the first few years of his life discovering the South Seas islands as a family. We liquidated all our assets to buy the boat, which became our home, loaded her with cruising goodies, and set aside the rest of our savings to pay for the trip.

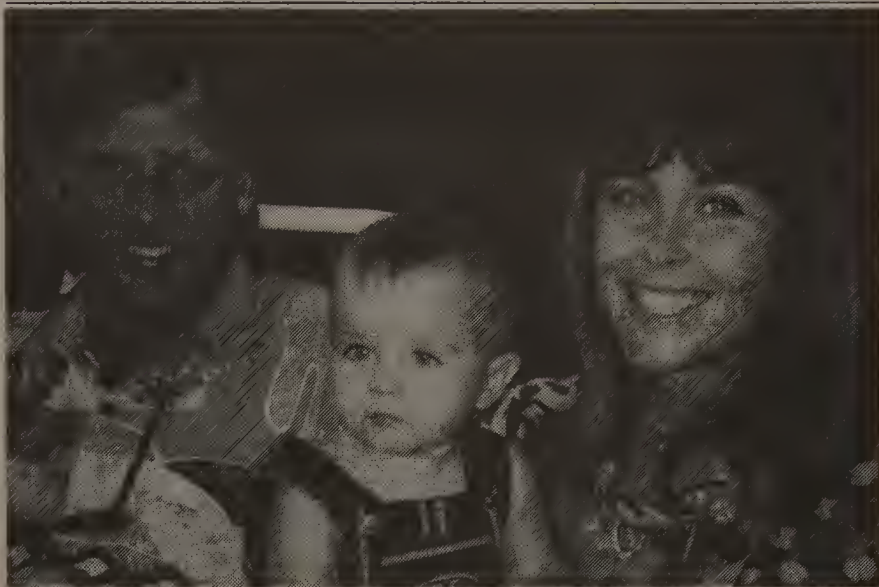
Unfortunately, we were unable to afford health insurance on our cruising budget, but seeing as we were both young — he 43 and I 34 — nothing could go wrong. It was the first time in 20 years that my husband didn't have health coverage, and as fate would have it, that's when catastrophe struck. When we

continued outside column of next sightings page



## frantic mother — cont'd

reached Hawaii, we learned that Michael had cancer; malignant melanoma, the worst kind. By the time we got to Samoa, it had reoccurred. Then began the battle for his life that brought us here to the Bay Area for treatment at



Michael, Robert and Rebecca Gallagher at Robert's first birthday party.

UCSF. The battle ended tragically on February 16.

I am left with our fairy tale in ribbons and an uncertain future ahead. From a comfortable lifestyle, I have watched in horror as we were wiped out financially. I now live on a small survivor's pension, which gets eaten up with rent, utilities, boat mooring fees and food bills. I am going to give birth to twin sons in early June, and have decided that the only way to survive is to return to live with my parents in England. But before I do, I must sell the boat as it represents all our financial assets.

I would greatly appreciate anything that *Latitude* might be able to do to help sell the boat, as it would make some of the present nightmare go away, and be a first step in rebuilding our shattered lives.

I know it's hard to accommodate such requests, but I believe the charitable and compassionate spirit has not totally died, and hope that you will find it in the goodness of your heart to grant my request. Your kindness would help save the future of three small boys, put a frantic mother's worries to rest, and take a great load of anxiety from her shoulders.

P.S. Please, everybody, use sunscreen.

— rebecca gallagher

*Rebecca — Our heart goes out to you and your children. We'd be delighted to help publicize that your boat is for sale. Anyone interested in an extremely well-equipped and good-looking traditional Tahiti ketch should contact Ray Danet at Dream Catcher Yachts in Dana Point. The number is (714) 248-7100.*

*If any readers would like to make a straight contribution to the Michael T. Gallagher Trust Fund, they may do so c/o Brennan & Wampler, 1981 N. Broadway, #430, Walnut Creek, 94596.*

*If anyone would like to contribute to the Gallagher Trust Fund and do a Big O charter in Bermuda or the Northeast United States this summer or fall, Latitude would be happy to contribute \$5,400 of the \$7,200 charter fee to the Gallagher Trust. While there would be some limitations because the boat is actively for sale, anybody interested should contact Richard (415) 383-8200, ext. 111 for details.*

## the century mark

The Pacific Inter-Club Yachting Association was organized on May 12, 1896. Its purpose was to foster communication between the few fledgling yacht clubs in the Bay at that time, and to formulate uniform yacht racing

continued outside column of next sightings page

## final

It's rare when the only two sure things in life end up occurring at the same time. But in a sense, that was the last bit of mischief in the saga of rock and roll's longest lived and most loved band, the Grateful Dead.

Despite reports to the contrary at the time, Jerry Garcia's ashes were not scattered off the Marin coast soon after his death on August 9 at age 53. With a pinch or so reserved for scattering in the Ganges River in India, the last earthly remains of the Dead's guitarist, vocalist and spiritual leader were cast to the winds off Point Bonita on April 15 — tax deadline day. Remarkd one ceremony attendee, "Everyone's gotta pay."

One of the reasons for the long delay was that it took that long to arrange a day when all Jerry's family and friends could attend. Another was that the family wanted to avoid the circus that swirled around most other

## ziggy's big

No offense to the folks at Catalina Yachts, but if someone told you he was going to sail around the world in a Catalina 25, you might be tempted to check his drink for mind altering substances. That was one of our reactions when we met Polish sailor Zygmunt Miedzinowski on the Oakland Estuary recently. This rugged-looking fellow, who appears quite hale and hearty at the age of 61, didn't seem like one to unnecessarily tempt fate by taking a coastal cruiser out into the far ocean reaches.

It turns out that Zygmunt isn't your average yachtsman, but we can't claim to have a firm grasp on his mental machinations. His boat, which is unnamed, displays his considerable skill as a metal worker and an experienced blue water sailor. The large arch on the stern, for example, looks sturdy enough to carry the various antennae, generators and other gear the skipper employs. His mast is held up by a bird-straining array of stays and shrouds. Other modifications, which have been accomplished over the last four years, include strengthening and customizing the keel, rudder, mast and hull/deck joint.

When we visited on a cold morning in March, Zygmunt was in the midst of paneling his cabin in preparation for heading north this summer to explore Alaska. He had been on his way north from San Diego last year when gall bladder troubles forced him to put in at San Francisco and undergo medical treatment. "I've been tuning up my body since then," he says in a distinct Polish accent, "and now I'm okay again."

To really grasp (or at least to try to grasp) Zygmunt's ambitions, which project beyond

## bow

facets of the Dead's existence. That came off as planned, but not for the reasons most people thought

"Nobody else was out because it was gray, rainy and ugly," says Bill Belmont, skipper of the ketch *Argosy Ventûre*, from whose decks the ceremony took place. "And that was just at the dock in Sausalito."

"Once we got out into the main channel, it was blowing about 15 from the south," says Bill, who was also a personal friend of Garcia's and an occasional road manager of the band. "But there was a big ebb going up against the southwest swell and it got uncomfortable fast. As they say, 'lunch was in danger of being lost.'"

Everyone rallied for the ceremony. Words were spoken, poems read, flowers cast upon the waters. And then the cloud of dust from the urn. An era had ended.

## adventure

the Alaska trip to a circumnavigation in 1997, you have to get a bit of his history. After many years as an award-winning photographer, writer and video-maker, he left his native Poland nine years ago by riding a bicycle across the border into Italy. At the time, Poland restricted public access to the oceans, and Zygmunt really wanted to see the world by sailboat. Adept at metal work as well, he built a 20-foot aluminum sloop of his own design in a garage and set off to the east, travelling down the coast of Africa to Cape Town. Here he encountered the first black people he had ever met, although the strict segregation laws at the time prevented much mingling.

Ziggy continued east to Australia, where he and his boat withstood a typhoon. After circling most of the continent, the adventurer visited Lizard Island off the northeast coast. While snorkeling, Zygmunt accidentally speared a poisonous fish that gave off a cloud of curiously blue "blood." Unknown to our hero, that fluid was a highly toxic poison. Luckily Ziggy avoided death, but he was stricken with blood poisoning that required an medevac and a week in intensive care.

Troubles continued to plague the sailor from there on out. On his way to New Guinea, his lack of a depth sounder and his reliance on a British school atlas for navigation purposes (he couldn't afford official charts) put him on a reef in the middle of the night. Still 400 miles from his destination, he frantically plugged the holes and limped to the Admiralty Islands and eventually New Guinea. Efforts to find work

## century mark — cont'd

rules. The original member clubs were the San Francisco YC (the first permanent yacht club on the West Coast), Pacific Coast YC, Corinthian YC, Encinal YC and California YC. The five stars on the modern PICYA burgee honor these five founding clubs.

PICYA has come a long way in these past 100 years. Their history could and does take up pages. We would refer those interested in it to check out the excellent centennial coverage (64 pages of it!) in the *Yachting Yearbook 1996*, available now for \$10.95 at your local chandlery or marine bookstore. The *Yearbook* is also an excellent source for all matters pertaining to yacht racing; we'd be lost without our copies.

A few highlights of the PICYA's century:

- The first *Yearbook* was published in 1922.
- PICYA used to perform the function that YRA does today. The first PICYA regatta was held on September 9, 1896. The first winner was *Truant*, representing the Corinthian YC.

- In 1906, a dissident group of yachtsmen broke away from the SFYC and formed the Golden Gate YC. The first clubhouse was a rustic affair erected over pilings in Sausalito. It was hit by a tug two years later and partially sunk. Also, when a large yacht arrived on April 18 to do the first TransPac — sponsored by PICYA — they were incensed at the lack of a proper greeting. . . until they realized there had been a devastating earthquake.

The even for which the PICYA is perhaps best known today is Opening Day. In the 1890s, opening day was literally that — the opening of a bridge that protected vessels anchored in Tiburon Lagoon for the winter. For weeks prior to the event, boats were spiffed up, and the parade as they ventured out bright and shiney for another season got to be a big social event.

It is still. The first official PICYA-sponsored Opening Day was in 1917, and it's been a regular feature of Bay yachting ever since.

The 1996 Opening Day — PICYA's 79th — is scheduled for Sunday, May 5. Judging from the pre-planning it will be far and away the biggest one ever, and there's plenty of time for you to take part in this historic celebration. Here's brief rundown of what's happening when.

- The Opening Day parade will begin at 11 a.m. at Anita Rock, off Crissy Field near the St. Francis YC. Parade leaders will include the state tallship *California*, the historic scow schooner *Alma* and a whole mess of historic sail and motor yachts, as well as a 'full complement' of commercial vessels. The theme of the parade this year is "100 years of boating." Decorated yachts are welcomed, and are judged for awards in a number of categories. Skippers' meetings for anyone interested in any aspect of the parade were being firmed up at this writing. Call Joan Marsh-Clune at (415) 399-6474 or (510) 427-6607 for more information.

- The Blessing of the Fleet in Raccon Strait will be hosted by the Corinthian YC. For more information, call the club at (415) 435-4771.

- If you can't or don't want to take your boat out for Opening Day on the water, don't feel bad. It gets pretty goofy out there some years. You can still enjoy the proceedings, though. Courtesy of Pier 39 and other sponsors Marine World and KOFY 20, a commentator on Pier 39 will give play-by-play commentary of the boat parade, which will pass right by this popular tourist attraction.

Happy Silver Anniversary to the PICYA. Here's to another 100 years!

## short sightings

**KOREA** — According to an Associated Press report, the Korean log carrier *Pan Grace* had been identified as the ship that ran down the *Compass 47 Melinda Lee* on November 24. The yacht sank in an estimated 20 seconds, leaving no time to launch a liferaft, make a radio call or set off an emergency beacon. Three members of a Southern California family died in the accident: Michael Sleavin, 42, and his children Benjamin, 9 and Anna Rose, 7. Only Judith Sleavin, 43, survived the accident. For 40 hours, she held onto the boat's capsized liferaft, which broke loose of its lashings on the cabin top and

# SIGHTINGS

## shorts — cont'd

floated to the surface. She eventually washed ashore near Cape Brett, where she remained, seriously injured, for an additional 24 hours until she was found.

Of 60 ships in the area, 5 were considered prime suspects. One by one, all were eliminated but the *Pan Grace*. Confirmation — via matching of paint chips on the freighter — finally came through last month.

At this writing, the 26-year-old second mate of the ship, Han Sang-Yoon, faces possible indictment on charges of neglecting safety measures the night the 27,000-ton ship ran down the yacht in heavy weather. According to official police reports, Sang-Yoon "saw a red light and altered his ship's course to avoid it, but he should have taken more safety measures."

Unconfirmed reports coming out of New Zealand soon after the tragedy held that the ship actually stopped and shined lights in the water, indicating they knew that something had happened. Confirmation of this and further details await the recovery of Judith Sleavin, who has remained hospitalized — and carefully guarded from the press — in Whangarei since the ordeal.

**SAN FRANCISCO BAY AND SURROUNDING AREA** — According to a report made public in March, the Bay and Delta are "among the most invaded aquatic ecosystems in North America". The 300-page report, compiled for the U.S. Fish and Wildlife Service, identifies at least 212 species of 'alien' organisms that now thrive in our local waters — brought here, for the most part, in the bilges of visiting ships. When they pumped the ballast water out, along with it went crabs, clams and larvae of those and other animals.

continued outside column of next sightings page

## big adventure

to finance needed repairs failed and Ziggy had to rely on his ingenuity instead. With the help of some locals, he lifted the boat out of the water enough to go to work, installing wooden stiffeners and thru-bolting them to the bilge. Without any marine sealer, he relied on local resources in the form of road asphalt, which, he says, worked fine!

Getting out of New Guinea proved as difficult as getting in. According to Ziggy, local officials claimed that he was a spy and wanted to impound his boat. They took his mast and sails, hoping he would abandon his craft. Appeals to international authorities brought a special American investigator to the scene and resulted in an apology by the locals. Ziggy continued on to the Carolina Islands and eventually Hawaii before deciding he'd had enough for a while. He gave up his boat and flew to San Diego, where he spent the last five years working (he has a

*Fog alert . . .*



## — cont'd

green card) and preparing for the next leg of his journey.

All of which leads this sailing enthusiast to his present goals. Among other modifications he's made to his plans, Ziggy wouldn't mind having a crew-member as well as some sponsorship. In return for the latter he can offer a unique combination of talents, including his skills as a videographer (he'd like to make series of documentaries of his circumnavigation), his metal working and repair skills and his blue water experience. He has few qualms about his craft, which withstood 60 knots of wind and giant waves off Oxnard during last year's trip up the coast.

Anyone wanting to contact Zygmunt can do so through Wendell Stewart at 909 Marina Village Parkway, #206, Alameda, CA 94501 or by calling (510) 522-0544.

— shimon van collie

slow reading to 25 mph

## shorts — cont'd

Other foreigners have arrived in shipments of oysters, for example, or in the form of grasses planted to help prevent bank erosion. However they got here, these plants and animals adapted, multiplied (in some cases, thrived) and are now causing major biological problems as they edge out native flora and fauna. A few examples:

**Teredo Worm** — Native to the East Coast, these nasty things arrived in the '20s and have been eating up wooden boats and pilings ever since.

**Amur River Clam** — Native to Asia, they arrived as larvae in ballast water. The animal currently carpets the bottom of the North Bay to the tune of 16,000 clams *per square yard*.

**Sphaeroma Quoyanum** — A tiny marine sow bug from Australia/ New Zealand, these tiny creatures have bored so many holes in the banks and levees of the Delta that they are currently under suspicion as the major cause of the alarming bank erosion seen in the Delta in recent years.

Senator John Glenn (D-Ohio) has introduced a bill known as the National Invasive Species Act of 1996. It will seek to set guidelines and fines for the dumping of water ballast, and authorize nearly \$10 million a year for research and development of ballast disposal guidelines, as well as efforts to control fresh 'invasions'.

A fisherman friend we mentioned all this to pointed out that the news might not all be bad. He said last year he'd been fishing from a local pier when another guy caught a lobster on his fishing line. That's unusual enough, but when he landed the 'bug', everyone was amazed to see it that sported two large claws — which are only supposed to grow on distant cousins from the coast of Maine. . . .

## looking good &amp; looking shiny

"We've had zillions of powerboats," report Blair and Joan Grinoles of Lakeport, "but *Capricorn*, our new 45-foot catamaran, is our first sailboat. For 10 years we've had the dream of going around the world in a boat, but it's not practical with a powerboat."

The 63-year-old Blair and 60-year old Joan fell in love with the French cruising cats — the Fontaine-Pajots in particular. Nonetheless, Blair, "a graduate of the Mare Island Naval Shipyard, nuclear engineering division", decided to create his own . . . under unusual circumstances.

"We liked the hulls and basics by Kurt Hughes of Seattle," says Blair, "but the cabin concept was mine. We built her at Shaw Boat Works in Washington, where they 'sold' me space and one of their employees." The cat is built of strip-planked Duracore, biaxial and triaxial cloth, and System III epoxy.

So far the Grinoles have been happy with *Capricorn's* performance. "She averaged 11 knots from Pt. Reyes to the Gate under a triple-reefed main in 25 knots, and was easy to control," says Blair. "Actually, 9 knots is beautiful to us; we don't care if we ever go faster. But she'll motor at 8 with one engine and 12 with both."

The Grinoles plan to be a part of this year's Baja Ha-Ha, spend a year in Mexico, then head across the puddle.





# KKMI KH

## HAULOUTS TO 200 TONS - DRY DOCK - REPAIRS - YACHT SALES - N

# BAY AREA'S LARGEST YARD NOW OPEN

Standing in contrast to naval base closures and the decline of the shipping industry in the Bay Area, there is finally some good news on the waterfront. With a stronger economy and the repeal of the luxury tax, the recreation marine business has shown steady signs of recovery. One such sign is the opening of Keefe Kaplan Maritime, Inc. (KKMI).

Armed with over five years of research planning, two of the most experienced professionals within the recreational marine industry, Ken Keefe and Paul Kaplan have opened KKMI, Northern California's largest and most complete marine center. Prior to opening KKMI, Ken Keefe managed Anderson's Boat Yard in Sausalito and Paul Kaplan owned and operated City Yachts in San Francisco.

Located on the protected deep water Santa Fe Channel

and situated on five acres, KKMI is the first company to integrate several major marine services under one roof. Among the notable services KKMI offers the greatest lifting capacity of any Bay Area boat yard, featuring a 200 ton dry dock and two Travel Lifts, one of 88 tons and one of 60 tons. Operations also include marine repairs, marine supplies, a retail chandlery, yacht sales and new yacht construction. KKMI is also the exclusive representative for world renown sailboat builder, Nautor's Swan of Finland, and motor yacht builder West Bay SonShip of Canada. Other services include berthing for yachts up to 130' in length and dry storage.

When asked about the new company, President Ken Keefe said, "Our company was founded on two principles. First and foremost, we are going to treat our customers the way they deserve to

be treated, like a friend. Ever since I started in the marine business I have always treated my customers this way and interestingly enough, a great number of my clients are also now my friends, so this should be easy. Our second principle is value. Too often the boating public feels as if they are not getting the highest value for the dollar spent, particularly with respect to boat yard costs. Boat owners will find KKMI to be the most price competitive vendor because we have merged several services together into

one company, enabling us to operate with a lower total overhead and thus pass the savings onto our customers."

Paul Kaplan, KKMI's CEO said, "Ken and I have each been in the marine business for over 20 years and we have watched the marine industry evolve. Clearly the wave of the future is the ability to combine several services into one entity. The days of

the single product or service vendor are nearly gone. Whether it be complying with environmental regulations or simply utilizing the latest technological tools, without some form of diversification these costs cannot be absorbed by a small company that does only one thing." Kaplan went on to say, "I have owned several small businesses and I know the advantages of being small. However, when it comes to the marine business, bigger is not only better, today it is the only way to amortize the costs of doing business. With our diversification, KKMI is able to offer its clients absolutely the highest value every day of the week, not just a special promotion. Value is important to every consumer; just because someone owns a boat doesn't mean they are willing to throw their money away."



*The first and second generation of "KKMI'ers"*  
From right, Top row: Ken Keefe, Kerry Keefe, Cindy Revel, Erica Kaplan, Sarah Kaplan. Bottom row: Rebecca Burgess, Christine Kaplan, Paul Kaplan and Michael Keefe.

# NAUTOR'S SWAN SAN FRANCISCO MOVES TO KKMI

*Pietarsarri, Finland*

Olle Emmes, Managing Director of Nautor's Swan has announced the transfer and appointment of KKMI as their exclusive agent for Northern California and Nevada. Nautor, the world's premier yacht manufacturer had previously been represented by the Paul Kaplan Company which maintained their offices along the San Francisco waterfront adjacent to the St. Francis Yacht Club.

In making the appointment Mr. Emmes said, "The team of Paul Kaplan and Ken Keefe has proven to be a very successful combination for Nautor. For the past two years, the Paul Kaplan Company has achieved some of the highest turnover of all the agents in North America. Currently Paul and Ken have three customized yachts under construction at Nautor. Clearly one of the reasons for their success can be attributed to their great knowledge and experience. Building a new yacht today requires a great deal of expertise and there are few people on the West Coast who possess the level and depth of knowledge as these two gentleman."

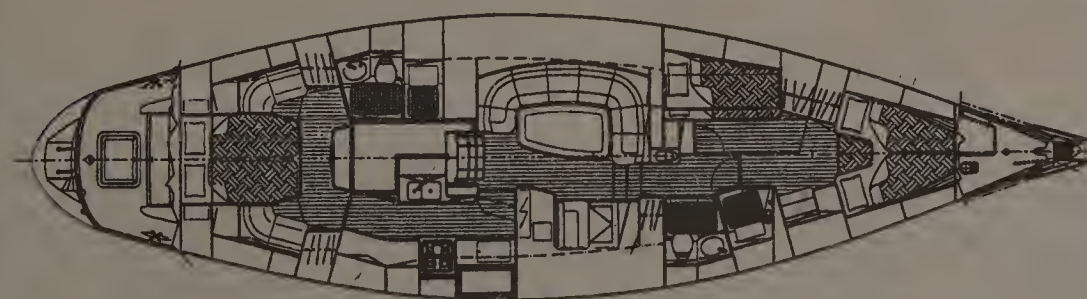
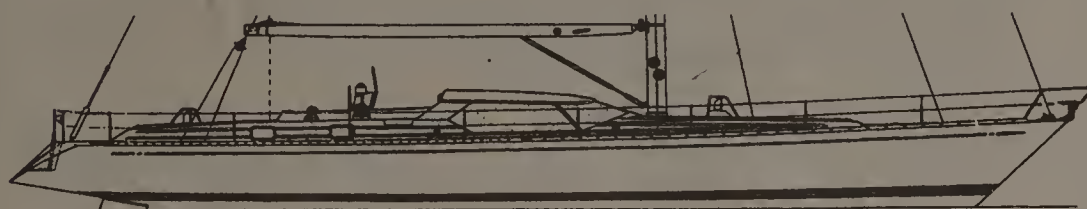
Mr. Emmes went on to say, "At Nautor, for example, while most yacht builders subcontract their masts to other suppliers, we build our own. This guarantees that each mast is designed and built specifically for the yacht and allows us to have ultimate quality control. We feel strongly the only way the finished product will be of an acceptable standard, is if we build it ourselves. The situation at KKMI is in keeping with Nautor's overall philosophy. That is, with this appointment KKMI will not only be selling new Swans but they will be exclusively responsible for commissioning them as well. While this element is rare, the real winner will be our client."

# RONICLE

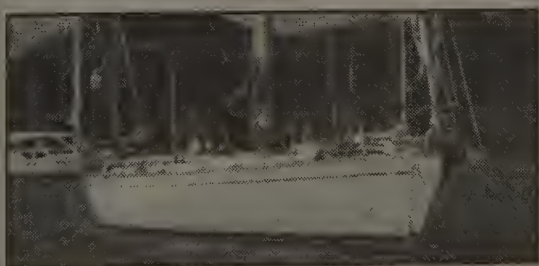
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## NAUTOR'S NEW RAISED SALOON SWAN 57 RS THE ULTIMATE IN FAST CRUISING

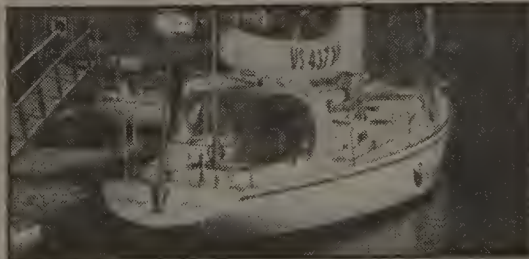


Scheduled for launching later this summer will be Nautor's latest design, the Swan 57 RS. Designed for the sailor who is unwilling to compromise on either quality or performance, the Swan 57 RS features an enormous raised saloon offering incredible vistas of the harbor and the benefit of protection from the elements. Several interior arrangements are available. Featured above is an arrangement featuring a luxurious master stateroom with ensuite head and separate stall shower. The new Swan 57 RS is ideal for the rugged conditions on the West Coast. Why fantasize? Isn't it time you made your dream a reality? Call us today, the dollar is at its strongest in years. There is no better time to buy a new Swan.



SWAN 651 *Livia* (1985)

*Livia* is the perfect cruising yacht featuring a shallow draft, bulb keel, custom Reckman roller furling mast, hydraulic genoa furling and Lewmar commander system. All of which make the vessel exceptionally easy to sail short-handed. The equipment list is extensive and features ship-grade gear. Impeccably maintained by her meticulous captain and now available on the West Coast. Call us today for details.



SWAN 55 *Swan Fun* (1972)

Without a doubt the finest example of a beautifully restored early vintage Swan. Every major piece of equipment has been either renovated or replaced. From her new diesel engine to the "state of the art" electronics, this yacht is absolutely the largest high quality yacht you can buy for the money. Priced at a fraction of her replacement cost, at \$295,000, she's a steal.

## HERB CRANE



### Friday Fishtales

SCOOPLET du jour: May 1st marks the birth, or is it berth?, of Northern California's newest and largest marine facility. Bay Area natives Ken Keefe and Paul Kaplan have joined together to form KKMI, Keefe Kaplan Maritime, Inc. Located on the beautiful Richmond Riveria, a.k.a. Point Richmond, this new venture is a welcome addition for Bay Area mariners and will undoubtedly be very successful...Kudos to Ken and Paul.

★ ★ ★

**THREE DOT YACHT:** Another majestic day on Baghdad by the Bay, and to add to its beauty will be three new Swans...the largest being *RED SKY*, a Swan 68 which is scheduled for launching in Pietarsari, Finland in early June. Owned by a local sailing family, this is their fourth Swan...Also for delivery in Finland this summer is a Swan 58 owned by Gaymond Schultz of Los Altos. Mr. Schultz, a former member of the Oakland Yacht Club will be embarking on a world cruise starting from the Gulf of Bothnia and exploring the fjords of Scandinavia. *UNNAMED* has been outfitted with a custom stern swimming platform especially for scuba diving...Scheduled for arrival mid-summer on San Francisco Bay will be Maria and Myron Eisenzimmer's Swan 44 MKII *MYKONOS*. She will be the first MKII shipped from the factory. This new design from German Frers features a bulb keel and large aft cockpit with terrific new styling.

★ ★ ★

**BODKINS' ODDS:** What has four legs, no tail, at full speed travels at 1.36 miles per hour and has black and blue markings? Give up? Answer: KKMI's brand new 88 ton Travel Lift. Their new machine is being custom built in Wisconsin. What, something still made in America? This gargantuan machine will be capable of hauling the "tallest" boats in Northern California...Meanwhile KKMI's 200 ton jet black dry dock has been christened with the namesake of famous Bay sailor "T. BLACKHAULER".

VIEW TO



1. Into the breach. . . "Oh s\_\_t, we're gonna die!"



2. (spread) "Tell mom I love her!" 3. (above) "Hail Mary, dominus nabisco. . ."

# A SPILL

*"Woke up this morning, got myself a beer; the future's uncertain and the end is always near."*

— The Doors, *Roadhouse Blues*

**T**he end was nearer than we suspected for the Hawkfarm Roadhouse Blues when we spotted them rounding Point Diablo on the homestretch of the April 13 Lightship Race. Seconds after we snapped the cover shot for this issue, they skidded into the horrific crash and burn immortalized on these pages. As you can see, we weren't the only ones who enjoyed the show. We thought we heard one fisherman shout something like, "You guys aren't going to catch a thing with *that* setup."

The Blues Brothers, Brian Boschma and Torben Bentsen, eventually recovered, going on to finish fourth in division. We should note that most of the time, they are actually pretty good sailors. It may be hard to believe from these photos, but they won MORA-II overall last year.

Incidentally, this sequence was taken on our first outing aboard *Latitude's* new photoboat. It's a (so far unnamed) Mako 20 that is easy to identify by the medieval torture rack that sounded on the phone like a cool tuna tower. If you see us out and about, give a wave and a smile if you want to increase the odds of seeing your picture in the magazine. If you *don't* want to be in the magazine, by all means don't pull a flaming faceplant like this right in our faces.



4. "Wait minute, I think we're going to make it!"



5. "What a rush! Hand me another beer!"



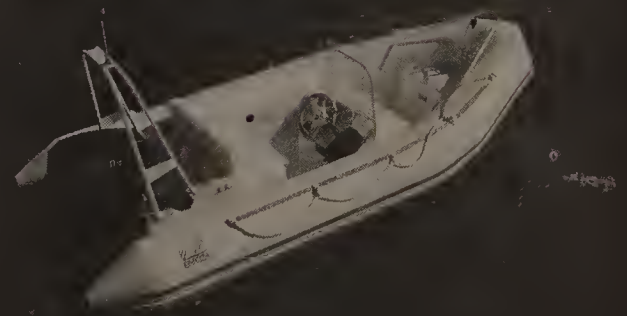


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## The *Latitude* Interview:

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# Russell Coutts

To say that Russell Coutts, New Zealand's winning America's Cup helmsman in 1995, is understated is itself an understatement. Walking into San Francisco's Delancey Street Restaurant recently, the black-haired, 34-year-old native of Wellington barely caused a ripple. Unlike other America's Cup skippers who seem bigger than life — Ted Turner and Buddy Melges come to mind — Coutts takes the low road in the public persona department. Quiet, self-effacing and modest, this Kiwi reinforces the idea that actions really do speak louder than words.

Coutts' international sailing career started with a Youth World Championship title in 1981, followed by an Olympic gold medal in 1984 in the 15-foot Finn class. Over the next decade, he added One-Ton and Two-Ton World Championships to his resume, as well as back-to-back World Match Racing crowns in 1992 and 1993. In 1995, he skippered Team New Zealand's Black Magic to a near shutout in the Louis Vuitton America's Cup Challenger Series — in more than five months of racing they lost only once to the Australians — and went on to demolish the Americans 5-0 in the Cup finale. While much of the Kiwis' glory has gone to syndicate head Peter Blake, Coutts certainly played a vital role in the overwhelming victory. In doing so, he became only the second helmsman in history (after Buddy Melges) to win both an Olympic gold medal and the America's Cup.

Russell currently calls San Francisco home — at least for the next year or so — before heading back, presumably, to New Zealand to mount a defense of the Cup in the year 2000. A highlight of his stay here: the Brut Cup on May 28 in which we may see a rematch with '95 America's Cup opposing skipper Paul Cayard.

**38:** Could this happen in New Zealand, where you could sit down in a restaurant and not be recognized?

**RC:** There are certainly a few Team New Zealand personalities who are more recognizable by the public, like Blake. Brad Butterworth, our tactician, and Tom Schnackenburg, our design coordinator, are others.

**38:** What about yourself?

**RC:** Oh, yeah. But people usually leave you alone.

**38:** It's hard not to think that you'd want to be home basking in the limelight. How come you're now based in San Francisco?

**RC:** I like living in the States. And with my travel schedule it really makes more sense to be here. I couldn't do half of what I do if I was in New Zealand. It's 12 hours there and back. I'd never get any time at home, especially in the year when I travel to Europe. I still have a place in New Zealand and my family's in Auckland. I'll always have a base there, but it's extremely difficult to run around like I do living there.

**38:** Are you on any particular sailing circuits right now?

**RC:** I haven't done much match racing since last year, but I've been involved with some other projects like John Risley's new IMS 46-footer from Canada. That's a real interesting boat from a design point of view but I can't say much more about it right now. Later this year I'll be sailing on the Reichel/Pugh maxi *Morning Glory* at the Kenwood Cup, although I don't know much about the boat yet. I'm going to do 10 days of the yachting Tour de France in July, which should be intense. I'm doing the warm weather part of the tour in the Mediterranean. I'll be in the Brut Cup match racing series plus a couple of other events, including the World Championships where they'll be offering \$180,000 in prize money. Events get pretty exciting when you pump the prize money up to that level. It also looks like I'll be doing the Mumm 36 World Championships and chartering an ILC 46 for Block Island Race Week on the East Coast later in the summer.

I'm also writing a book with Paul Larsen of the Larsen Media Group that's due out in October. We're up to chapter five right now. It's not about me, but my perspective on various things like how New Zealand yachting got to where it is. We had a great interview with Michael Fay a few weeks ago. (Editor's Note: Fay headed three unsuccessful New Zealand America's Cup efforts in 1987 [12 Meters], 1988 [the 'Big Boat' vs. catamaran] and 1992 [IACC class].) But it's not really about the America's Cup either.

**38:** What sort of material will it cover, then?

**RC:** New Zealand's been dealing with the issue of professional yachting for a while now and the sport's very different there than it was ten years ago. Sailing is now one of the country's most popular sports, with a tremendous following and lots of interest and passion. We get 5,000 boats out to watch the start of the Whitbread Race with about 300,000 spectators. We had about that many people out for the parade when we came home with the Cup. For the races in 2000, we expect maybe twice as many spectator boats. Without a doubt it will be exciting. We expect it to be even better than the Cup races in Perth. The potential for television coverage is good, too. There'll be more wind than we had in San Diego and we expect closer racing. It turns out that noon New Zealand time is about 8 p.m. in New York, so it will be prime time viewing here in the States.

**38:** Talk about that a minute. Why is sailing so incredibly popular in New Zealand?

**RC:** The way it's promoted and televised, which is totally different from here. In the States, they tend to focus on the announcers. You see them talking an awful lot about their own experiences and what they would do in certain situations. In New Zealand, television takes

you onboard and explains what the sailors are doing. You hardly ever see Peter Montgomery, who's the country's top announcer, except when he's interviewing one of the racers. You never see him in the middle of a program talking about what's happening in the race. Instead you see the yachts themselves.

As a result, there are a lot of people in New Zealand who know

some of the technicalities of sailing. You can go talk to a farmer in the middle of the North Island who's never been on a boat or in the ocean and he'll know what a tack or jibe is. A lot of people are intrigued by the technicalities and nuances of the sport, once they understand them.

During the Cup in 1995 we would get faxes from all sorts of people who might not even be

involved in sailing but they were giving us advice on the psychology of match racing and how we shouldn't be saying certain things to our opponents. They were really interested and they knew it's a whole combination of factors with an intrigue of its own.

Here I read about how hard it is to make sailboat racing look interesting, but then I see San Francisco Bay or San Diego, which are great natural harbors that lend themselves to developing the sport of sailing. Americans aren't being coached or drawn into the sport the way New Zealanders have been. Kids in New Zealand aspire to be sailors the way that kids here want to be football or basketball stars. We also have a good combination of sponsors who've learned to leverage their advantage out of the sport and to link their position with the right image. Mothers look at sailing and say it's a great sport for their kids to get into. I say this with a grin on my face, but New Zealanders perceive sailing as requiring a certain degree of intelligence. It's attracting the people who are into the computing, mathematical, scientific elements. I think it's a good image for the sport.

**38:** You have an engineering background, don't you?

**RC:** I have a degree in civil engineering, but I'm not a brilliant engineer by any stretch of the imagination.

**38:** Is there the same emphasis on dinghy sailing in New Zealand as we see in Australia with the Aussie 18s and the other skiffs?

**RC:** There's a big emphasis on youth dinghy sailing. Kids learn to sail in the Optimist pram and then they jump into the P class, which is a tough little boat. It's easy to capsize, hard to sail downwind and difficult to tune. That's what I sailed. You do that until you're about 15 and then you go either Lasers and 470s, or you can go sail keelboats. If you stay with the dinghies you can do the Olympic program. There's not a big emphasis on the Olympics in New Zealand, although we've done reasonably well. You'd be surprised how small those fleets are, though.

**38:** What made you choose the Finn?

**RC:** It was the only singlehanded dinghy at the time. I would have sailed Lasers if they'd been part of the Games back then. The Finn is an awfully painful boat. I remember crossing the finish line of the last race of the Olympics and thinking, 'Thank god I don't have to sail this boat again!'

Olympic yachting is still one of the toughest disciplines in the world, but I think it has to go one of two ways. One is to simplify the boats, which may not be a good move. The other is to reduce the number of classes and have one that's really high performance to showcase the sport. The Aussie 18 would be a good example. Sure it would be expensive, but the intrigue of design and tuning is an important element. That's part of what's made sailing popular in New Zealand. It's like Formula One motor car racing versus saloon car racing. One's a test of equal cars but the other has the allure of these fantastic machines.

*"We saw 1995 as our last chance at the America's Cup. I honestly don't think we could have raised the sponsorship money again if we'd failed."*

## conversation:

**38:** Was your Olympic campaign a team effort even though you were sailing singlehanded?

**RC:** Definitely. As a junior sailor I had a friend who I'd go sailing with all the time. We were just mucking about, but it was clear that sailing with someone else was more fun and it gives you a known quantity to measure against. Before the Olympics I had two great

*"I say this with a grin on my face,  
but New Zealanders perceive sailing  
as requiring a  
certain degree of intelligence."*

tuning partners, guys who were my competition before our trials. They got behind me and I was able to generate quite a bit of speed in our tuning sessions. A lot of yacht racing is boat speed.

**38:** If you're fast you can look smart. . .

**RC:** And conversely, if you're slow, it's damn hard to look smart. I had some speed in Los Angeles.

**38:** After the Olympics, was there any particular path you set for yourself?

**RC:** Not really. I sailed 18-foot skiffs for six months on Sydney harbor and never swam so much in my life! Then I got into sailing keelboats.

**38:** Were you on a career path with your sailing?

**RC:** No way! It took me until 1986 to finish my engineering degree because I was away yachting half the time. By then sailing was becoming quite popular in New Zealand with the interest in the Whitbread races and the success of Chris Dickson and the 'Plastic Fantastic' 12-Meters in the 1986-'87 America's Cup.

**38:** Was match racing the door into professional sailing?

**RC:** For me it was. In New Zealand, they understand match racing. It was definitely my ticket to America's Cup.

**38:** It must have been pretty competitive with Dickson around.

**RC:** Some sailors today say that the match racing circuit is a closed shop. When I was trying to break in we had Dickson and Rod Davis in New Zealand, both of whom were going to get invited to professional matches long before I was. You had to win a regatta to get an invitation and how were you going to do that without the experience? It might even be tougher now, but Jim Brady didn't complain about it and he just won the Congressional Cup. Morgan Larson is another guy who just kept at it and made things happen. I'm quite impressed by Morgan.

**38:** What skills did you have to develop to excel at match racing?

**RC:** First it was the whole idea of sailing a bigger boat. You can't hike out and expect the boat to go faster. There was a lot to learn about sails, balance, steering. Sailing a big boat downwind requires a different feel and learning the angles and crew maneuvers. Sailing with a bigger crew is different, too. And then you have the match racing elements that you really only learn through the school of hard knocks.

**38:** Was there any breakthrough event where things really fell into place?

**RC:** Not really. There are times when nothing goes right, especially in sailing where you have so many variables. One of the tricks is not to get too excited about your wins and too down when things don't go your way. It's also tough to target too many events in a year. I really try to sail my very best at about two events a year. I have a different mentality about the other ones and try not to get

discouraged if the results don't come.

**38:** Was the America's Cup a goal for you?

**RC:** Definitely. Right or not, the Cup is the pinnacle of the sport. When you're involved, it can be enjoyable or it can be horrible because you're working with a large number of people. Fortunately, we had a real team effort this last time and it was a lot of fun.

**38:** How did you get involved with Blake's group?

**RC:** I got to know him in the 1992 campaign when he was asked to come in and help at the end of the challenger series. I eventually replaced Rod Davis at the helm. There were all sorts of errors made in that campaign and neither Peter nor I performed very well. We saw 1995 as our last chance.

**38:** From what point of view?

**RC:** I honestly don't think we would have raised the sponsorship money again if we'd failed in 1995. People would just have been fed up. There would have been another New Zealand challenge eventually, but I think they would have taken a break for a while from the competition.

**38:** So you were under some pressure?

**RC:** Personally, I was thinking that if I wasn't on the winning America's Cup team then I was going to have to do a Whitbread race — and that would have really been bad! (laughs)

**38:** A lot of people commented on how low-key you guys were, even after you won. How come there wasn't more emotional display?

**RC:** I've sailed with a lot of different people from different countries over the years and there are different philosophies. New Zealand sailors don't tend to say much whether they win or lose. Some sailors will try to pump themselves and their mates up after a loss, but Kiwis don't.

**38:** Is it a cultural difference?

**RC:** Yeah. Actually, I quite like American sports and seeing a bit of emotion afterwards. But if I had stood up after we lost that race to one Australia and said something about really going out hard the next day, the other guys would have told me to shut the hell up.

We actually joked about our low-key style. We were berthed next to the Japanese syndicate in San Diego and they used to play some music in the morning to get their crew going. We found this tune "I'm a loser, baby, so why don't you kill me?" and put that on the stereo as we were leaving the dock.

**38:** None of that "where the women glow and men plunder" stuff that the Australians used in 1983?

**RC:** No! It's not a bloody boxing match. It's a yacht race! We were criticized for not having fun but the truth is we had a hell of a lot of fun. . .

**38:** It was impressive to see Blake, the head of the syndicate, out there grinding. That had to be an inspiration.

**RC:** Sure, especially when he had something to say. In one of his rare talks to the team he said we should be prepared to do anything to win. The fact that he was grinding every day showed he really meant it.

**38:** By the time you got to finals, was the regatta over?

**RC:** Most America's Cup races are that way. Once you get to the final series, there's a good chance one group has developed a design advantage. Crew work at that level is even enough that any team with a design advantage should be able to capitalize on it. Anyone who thinks the America's Cup game is anything other than that is pretty naive. Everyone talks about how great Dennis Conner was, but he didn't win at Fremantle in a slow boat. The America's guys didn't win in a slow boat, nor did the Australians in 1983.

**38:** How much credit can go to the designers for creating that speed advantage?

**RC:** In our case, it was a team effort. Doug Peterson was part of it, but you can't underestimate Laurie Davidson's input or Tom

## russell courtts

Schnackenberg's influence on the design of the boat, the sails and the whole package. The structural people are really important in a boat like that, too. It's actually amusing to say that one person is the reason that the team wins.

**38:** Was winning it everything you thought it might be?

**RC:** It was more than I expected. Winning was great, but not many people get the chance to be in a situation where there are 300,000 other people happy for what you've achieved. Since then I've had some great opportunities. I get to go to the Masters golf tournament next week, which for an enthusiastic (but not very good) golfer like me is a dream come true.

**38:** Has it influenced your sailing career?

**RC:** It's given me more opportunities. I can choose which events or projects I'd like to do now. I've also done some things I wouldn't have done otherwise, like racing E Scows in the Midwest last summer. I really wanted to go ice boating, too, but I couldn't get the time.

**38:** What are your goals now?

**RC:** Defending the Cup in 2000 is a big one. Not too many countries have had success keeping the Cup lately. Things haven't really kicked off yet for the defense team. I know people are disappointed that the series is four years away and some think we're up to something. But if we were we would have held the next series in two years, not four. The single most important thing for the sport of sailing is to have a great event for the next America's Cup. If that means delaying it for a couple of years, then that's a good idea. . .

**38:** Competitively, who causes you the most concern?

**RC:** In the America's Cup? At this point, it could be anyone.

Having the best team is what really matters. As far as the match racing circuit, Peter Gilmour had one of his best years in 1995. Ed Baird's been sailing well. Paul Cayard is tough when he gets his mind on it.

*"I remember crossing the finish line of the last race of the Olympics and thinking, 'Thank God I don't have to sail this boat again!'"*

If Chris Dickson comes back, he'd be a force. And there are some others who people haven't heard much about but who are really good, like Bertrand Pace and Roy Heiner.

**38:** Baird was listed as Team New Zealand's coach. What role did he play in the Cup effort?

**RC:** He drove the back-up boat. He wanted to learn as much about match racing and the America's Cup as he could, so his enthusiasm was a big asset. As he developed his skills, we did, too. Now he's leading the world match race rankings, so it's clear that we both benefitted from working together.

**38:** Thanks for your time. Belated congratulations for winning the America's Cup. We hope you enjoy the Bay Area.

**RC:** I do already. Thank you.

— shimon van collie

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# GPS — THE WHOLE WORLD IN YOUR

*Any sufficiently advanced technology is indistinguishable from magic.*

— Arthur C. Clarke

**A**lmost as soon as radio was invented it occurred to people that there should be a way to use it to determine the positions of ships. They started trying at least as early as 1912, but it was not until last July that they finally got it right. It was July 17, to be precise — the day the Air Force formally announced that the Global Positioning System was fully operational.

GPS is the end product of a litany of lesser systems. For many decades, sailors relied on RDFs — Radio Direction Finders — which were basically table radios with rotating loop antennas and degree wheels on top. By taking bearings off shoreside radio stations, the mariner of the '40s, '50s and '60s could find out generally what part of the ocean he was in.

Under pressure of navigating thousands of newly-built ships to England in World War II, LORAN (LONG Range Navigation) was developed. LORAN continues to work well for many people in many places. But a LORAN set is likely to do a better job of returning precisely to a place it has already been than to tell you exactly where you are in unfamiliar waters. Careful use of LORAN also requires using a special chart, printed with the nested curving lines of radio propagation times.

A multitude of other ground-based systems have been built, tried, and found deficient. The era of the artificial satellite, ushered in by the Russian Sputnik in 1957, finally made possible the blending of a man-made system with the perfect principles of angles and distances developed from celestial navigation. It is no accident that the cloud of NAVSTAR satellites now in orbit are referred to as a 'constellation'.

**I**n its present form, all you need to do to use the GPS system is buy a handheld receiver, which can cost as little as \$200 and be about the size of an electric shaver. At

precise requirements and a budget to match may pay more and get more accuracy, in very special cases down to fractions of an inch.

'Wizards' is a fair term for the people who have done this for us. While the actual mechanics of GPS are beyond the scope of this article (and most people's interest), let's look at how GPS works for us as sailors, how we can use it, and what its limitations are.

## Thinking Globally

At its very best, with everything working perfectly and the Department of Defense not monkeying with it to hinder evildoers, GPS should be able to give a position accurate to within, roughly speaking, 20 feet.

Since the information that gives rise to that accuracy comes to us from satellites, it stands to reason that someone has to know where the satellite is with that same precision — 20 feet! That tells us that there must be a small army of orbit planners 'behind the curtain', as it were, keeping track of the locations of the 24 satellites in the NAVSTAR constellation.

But since the particular 20 feet you are interested in is at the surface of the earth, not out in space, those wizards also needed to know where the surface of the earth is, and with just as great accuracy. And no, even sea level isn't the same all over the world all the time. It's been known for centuries that the earth was not spherical, but somewhat squashed at the poles. One of the first things learned when satellites were put into orbit, and their orbital paths behaved strangely, was that the shape of the earth is a lot worse than that. It has more bulges and irregularities than an old IOR one-tonner. Not every expert even agrees on exactly where they are!

That's part of the reason why you usually find a list in the back of a GPS manual of a hundred or so 'datums'. These are different people's ideas, based on different surveys at

*The surface of the earth has more bulges and irregularities than an old IOR one-tonner.*

almost any time and in almost any location, it will yield a position in latitude and longitude that is slightly more accurate than can be achieved with a standard Navy sextant and years of practice. People with more

different times and locations, of what the shape of *their* earth is. Such differences in shape are not trivial! In some parts of the

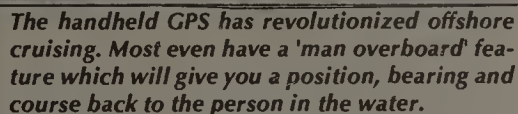


world they could amount to a mile or more. The message for the practical boater is to find out beyond a doubt which datum your chart uses, and to make certain that your GPS (if it offers a choice of setting) is set to the same one. For most of us, in our home waters, the most common datum on our charts is WGS 84 — the World Geodetic System agreed upon by international conference in 1984.

Knowing your latitude and longitude with perfect accuracy is useless without knowing where that spot is on the *planet*, and only an up-to-date chart, with the proper datum, can show you that.

If your GPS cannot be set to the precise datum used by the chart, there are corrections that you can obtain and apply.

**F**or boaters who may have spent a lifetime in coastal waters, piloting by means of hand bearings and dead reckoning, GPS



Be very sure to pay attention to which one you are using, because the difference can be large: The distance between a waypoint located at '0.5 minutes' and a waypoint located at '50 seconds' is about 2,000 feet. That could put you very far up on shore if you just assumed the two measurements

Once you have the GPS receiver, the proper datum and the proper chart, you may not care much what's going on in space. All many GPS users will ever care about is that

People who work with celestial navigation have always taken pride in being on familiar terms with the stellar bodies they use. We who use GPS can do somewhat the same thing, the only difference being that our guiding bodies are manmade and invisible to the naked eye. Still, the task is easier — there are only 24 satellites versus thousands of stars, and they are arranged neatly in six specific orbits rather than flung randomly throughout the sky. Further, each satellite has a number, and many GPS receivers will tell you which one(s) it is seeing. With time and experience, once you feel at ease using the essential functions of your GPS, you may want to take the trouble to develop a sense of where the satellites are, and which ones you find yourself using most frequently.

To more easily understand this, first let's envision the 'synchronous' orbits of TV relay satellites — the ones that feed that satellite dish on your roof. Those satellites are in a very simple and special orbit, and one that's easy to visualize. This is an orbit that has an inclination of zero degrees — it lies precisely in the plane of the Earth's equator, and stays there. Since these satellites are always directly above the equator, they do not have

In addition to being in a special orbit plane, they are also at a special height: 19,300 nautical miles. This gives them a period of rotation around the Earth of exactly 24 hours, which gives them the appearance of being stationary in the sky. The satellite

# GPS — THE

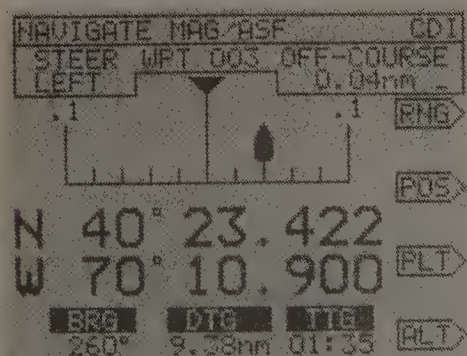
and the Earth rotate in unison, like a comedian caught in a revolving door. That keeps them from appearing to wander east or west, thus the name 'geostationary'.

The TV satellites have to be in exactly this orbit, because if they were anywhere else, any higher or lower, TV watchers would go silly re-aiming their antennas every few minutes. (The system isn't perfect, so they have to do a little of this as it is.)

Now think of an orbit at exactly right angles to that one, a sort of meridian in the sky. It passes directly over both poles and at right angles to the equator. This is an orbit with an inclination of 90 degrees. The NAVSTAR satellites could perfectly well have been put into that kind of orbit. Among the several good reasons they weren't is that there aren't very many potential GPS users on the polar ice caps. The compromise was to put the NAVSTAR orbits at an inclination of 55 degrees. That keeps the densest population of satellites between the latitudes 55°N and 55°S — where most of the users are likely to be found.

Once you have the 55-degree orbit clearly in mind, imagine for a moment that the satellite in that orbit is crossing the equator, south to north, at precisely the 0° longitude: the Greenwich meridian. Now note where the additional five GPS orbits would be. Since they are equally spaced around the earth, so that their south-to-north equatorial crossings are precisely 60 degrees apart, at the instant that the satellite in that first orbit is crossing the zero meridian, the planes in which the other five orbits lie are, respectively, at longitudes 60, 120, 180, 240, and 300 degrees. (Okay, 240 and 300 would really be 120°W and 60°W, but you see the pattern.)

Another interesting detail in this matrix is



*Typical handheld screen shows present location (large numbers), bearing/distance/time to way-point and distance off course. This guy is off .04 nautical miles to the right.*

how far up they are — 11,000 nautical miles is approximately three times the earth's radius. The TV satellites mentioned earlier are twice as far away, and have a period of



rotation of 24 hours. The NAVSTAR birds, at half the distance, make a revolution around the earth in 12 hours. The result is that a given NAVSTAR satellite will pass over the same point on earth four minutes earlier each day. So it really is possible to get on a 'first-name' basis with them.

## Signals from Outer Space

There is nothing you can do with any other kind of radio that will make use of the GPS signals. They are unimaginably faint, of a type called 'spread spectrum' to make them

*This to-scale model shows the orbits of the NAVSTAR satellites and how far they are from Earth.*

even more elusive, and at least partially encrypted. The miracle is not that they sometimes fade, but that they can be detected at all. The most that you can do to aid in this process is give a lot of attention to the care and placement of your antenna — and be aware and be tolerant of occasional lapses in coverage. Additionally, the DOD can shut them down altogether for many hours of 'maintenance'. God knows what that consists

# WHOLE WORLD IN YOUR HAND

What we want to know is exactly how far your handheld receiver is from each of three satellites. Each of those satellites contains a

important that the patch antenna be held level, and even then it is not very sensitive to signals from satellites near the horizon.

The vertical quad helix antenna, size for size, is more sensitive to signals from near the horizon, which are the ones that best give your position. Some quad helix antennas are removable to allow for a remote antenna. But too long a cable will also reduce the signal gathering capabilities of an antenna. The best remote antennas — read, 'most expensive' — contain an amplifier to overcome that loss.

## How It Works

Visualize a tripod with a camera on top. If you know how long the three legs of your tripod are, and you know exactly where the feet are, you will always know where that camera is. Change the length of any leg or move any foot and the camera will move — right? In simplest terms, that's exactly how GPS works: the GPS receiver down on earth is the camera, the satellites are the 'feet' and the distances from the satellites to your GPS receiver are the 'legs'. (If it helps, visualize the tripod upside down.) All the satellites have to do is tell the receiver exactly where they are and the exact time they are there — and you have your position.

But, wait a minute. How does a GPS receiver know so precisely how far it is from each of the three satellites? The speed of radio waves is the same as the speed of light, which has been carefully measured. So all you have to know is how long it took the radio signal to reach you from the satellite, and you can calculate the distance. Except that an error of a thousandth of a second means an error of 186 miles (velocity of light = 186,000 miles per second). If an error of a foot is as much as we will tolerate, we would need timing accuracy to a millionth of a second — a 'nanosecond' in geek-speak.

The clock on board the satellite is almost this good. The clock in your handheld GPS receiver is not, unless you paid about \$10,000 for it. The clock in your average handheld receiver is about as good as the quartz watch you buy at a drugstore. How can such a crude timepiece get spectacular accuracy? Once again, the geometry of the

## TECH STUFF

All GPS satellites transmit on two frequencies: L1 (1575.42 MHz) and L2 (1227.6 MHz). It's up to the receiver on the ground to sort out the particular 'pseudo-random noise' code of individual satellites, identify them, and interpret their data.

The message transmitted by each satellite includes its orbital elements (where it is), clock behavior, system time, and status messages. In addition, according to a document from the U.S. Naval Observatory, "...an almanac is also provided which gives the approximate data for each active satellite. This allows the user set to find all satellites once the first has been acquired."

The L1 frequency transmits the Coarse Acquisition (C/A) code and the navigation data message which enables use of the Standard Positioning Service (SPS) — the part of GPS that civilians get to use. According to the people who own and operate the system, the SPS can be depended on to give accuracy within 100 meters horizontally (156 meters vertically) 95% of the time.

The more accurate 'P' code is transmitted, in encrypted form, on both the L1 and L2 frequencies. It enables authorized users access to the Precise Positioning Service (PPS), which gives much greater accuracy.

If you own a GPS you've already seen that it is a lot less reliable about altitude. And sometimes the manuals only seem to confuse matters more. If your GPS manual has references to '2D' and '3D' navigation, it means 'two dimensions' and 'three dimensions'. When the receiver is processing information from three satellites, it will give you '2D' information — where you are on a 'flat' segment of the earth's surface. With data from four satellites it will calculate your altitude, as well. Some GPS receivers will let you make a selection between 2D and 3D navigation, and that gives you the best of both worlds.

If you know your altitude (sea level, for most Latitude 38 readers), select '2D Navigation' and enter '0' for your altitude. The receiver will stop looking for a fourth satellite and make the best use of the data it has from the first three. The result is likely to be the most accurate position you'll ever get from that instrument.

clock that is so inconceivably accurate that the inventor of the ship's chronometer wouldn't even have had a word for it. It is so accurate that, for all practical purposes, the

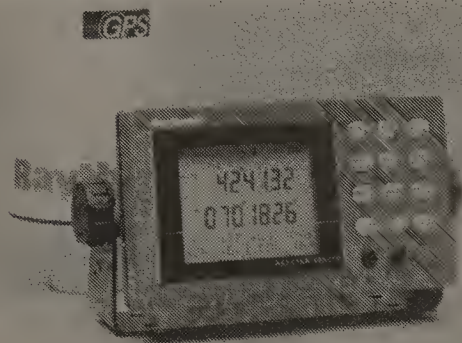
*The miracle is not that GPS signals sometimes fade, but that they can be detected at all.*

promises in cost and portability. The flat 'patch' antenna makes a GPS compact enough to slipped easily into a pocket. It is

system comes into play, and we see how the designers of the system came to deserve to be called wizards.

# GPS — THE WHOLE WORLD

NAVSTAR satellites are transmitting identical time signals. The clock in your GPS is wrong, because it's cheap, but at least it is just one clock. That means it will be 'off' by the same amount of time for all three satellites it's using. Are you with us so far?



**Built-in GPSs can generally acquire satellites faster than handhelds, possibly interface with other instruments, and feature more bells and whistles. They also cost a lot more.**

The receiver takes the signal from one satellite, compares the time it was sent with its own time, and calculates the distance to that satellite. That distance does not go to a single point on the Earth, but represents a line that could be swung in a circle, or 'ring of points', if you will. Then the handheld does the same thing with the other two satellites, and gets two other circles on the earth. If the clock in your handheld was as perfect as the clocks in the three satellites, there would not be three circles overlapping each other, but a single point at which all three signals intersected, which would be your position.

Now, since we know the clock in your handheld has the same error for all three satellites, all it has to do is to calculate what single time correction it would have to make in order for all three time signals to coincide at a single point. A clever high school geometry student could do it eventually; the electronic chip in your handheld can do it almost instantaneously. And *voila!* — you read out your latitude and longitude on the screen.

To be a happy and very satisfied GPS user it's not really necessary to go much farther than this: if your GPS receiver can get solid signals from three satellites, it can do the math and tell you where it is on the surface of the earth. If it can see a *fourth* satellite, it can go a step farther and tell you what its altitude is. Boaters are for the most part unconcerned with this part of the equation, which is just as well because it's a lot harder to explain.

## Navigating with a GPS

Like a computer, a GPS receiver right out of the box waits for you to instruct it before it can do much for you. Unlike most compu-

ters, the GPS can at least get started by itself. Turn it on, set it in a secure place outside, and in five minutes to half an hour it will probably figure out where it is. This is called 'Time To First Fix'. It will also know what time it is, because the satellites will tell it. (GPS time is currently about eleven seconds different from UTC, by the way.) Latitude, longitude, time, and a hazy notion of altitude are all that you can expect from a GPS before you give it further instructions.

The instructions you give it are the names and locations of *waypoints*. These can be places you have been, places that you want to go to, or places that you don't want to run into, such as reefs. You can type in a waypoint location from a map or the Light List, or you can go to the actual location and press a button that stores the coordinates in

A particularly useful waypoint to have is one a couple hundred yards outside the mouth of the entrance to your home harbor. If the fog is so thick when you reach it that you cannot see the harbor, you might want to turn around and wait a while.

The way that you enter these waypoints will almost certainly have some peculiarities which are best mastered at home before you set sail. Study the manual, and give yourself some time for practice.

Once you've entered the necessary waypoints, the GPS will probably let you collect groups of them into 'routes'. In mine, I've stored a route consisting of waypoints comfortably offshore from all of the lighthouses of the West Coast between Santa

## THE STATUS OF SELECTIVE AVAILABILITY

Here is the political situation regarding GPS at this writing: On March 28, President Clinton signed a directive that will phase selective availability out of the GPS system and grant expanded use of the system to airlines, automakers and other commercial enterprises. Selective availability (SA), for those of you who don't know, is a periodic 'scrambling' of the GPS satellite signals that degrades the accuracy of the system from 30 to about 100 yards — unless you are in a part of the military that has a secret and well-guarded 'black box' to descramble the scramble. At the recreational level, there is no way of telling if or when selective availability is in operation or not.

The supposed intent of SA was to dissuade foreign powers from targeting missiles at us using our own GPS. It didn't seem to make much difference to the military that 100 yards this way or that isn't going to make much difference for a nuke — or that we're pretty much out of countries both capable and crazy enough to get a missile here in the first place. But when the Rand Corporation estimated the GPS industry is likely to grow from its current \$1 billion a year to \$8.5 billion by the end of the century, that opened some eyes. What's a

few SCUDS thumping down here and there if we can make a few bucks? Thus the new directive.

When will SA go off? No one seems to know for sure. The conservative guess is by the year 2000 for sure, but maybe not much before. The military can still screw the plan up if they perceive a 'threat'.

Where does this leave Differential GPS? Alive and well, thank you very much. These landbound stations that (in simplest terms) correct errors in the satellite signals for super-accurate readouts on DGPS-equipped GPS receivers will still be needed for the pinpoint accuracy required for airliner landing in low visibility, ships operating in foggy harbors and so on. DGPS increases the accuracy of 'normal' GPS from 30 to about 10 meters. As the industry matures, of course, the presumption is that we'll one day be talking about inches rather than meters.

A final feature of the new policy is that it apparently rejects proposals that the U.S. charge fees to users of the GPS technology. By simply tagging on \$5 or \$10 to the purchase price of GPS receivers, the government could have painlessly recouped at least part of the multi-million dollar nut it will take to keep the GPS operating.

the receiver's memory. Most GPS receivers will store well over 100 waypoints. It's a good idea to keep a written list, as you enter them, to avoid a lot of grief if the GPS suddenly goes blank forever or is lost overboard.

Cruz and the entrance to the Strait of Juan de Fuca. I keep it both as a souvenir of a trip I did, and in case someone invites me to go there again. Other routes might simply take you around a point of land to a favorite fishing location. Once the waypoints have been entered and saved as a route, you can

'invert' the route to follow it in the opposite direction.

When you are at sea and underway following a route, the GPS will probably give you some sort of message or alarm as you approach each waypoint, as well as transfer to the bearing of the next waypoint and update the instructions that you need to go there — automatically. If you are making a trip that doesn't require several waypoints, a simple 'GO TO' instruction will probably be all you'll need.

The menu in your GPS will probably include other choices such as range and bearing to the next waypoint, and speed over the ground. In some cases you will want to know the 'crosstrack error', the distance to right or left of the original course that your vessel has been set by wind or current. Some receivers will recommend a course to steer that will put you most quickly back on course; some will give you an instruction to turn right or left, and tell you how many degrees.

## Final Thoughts

No doubt about it — the modern hand-

this eventuality gets less and less likely as there come to be more and more large commercial users of GPS.) Any mariner who considers "losing the GPS" as his navigational worst-case scenario should rethink his priorities.

*Each of the satellites contains a clock so inconceivably accurate that the inventor of the ship's chronometer wouldn't even have had a word for it.*

held GPS is a powerful and flexible tool. That said, remember what's printed on your charts: "The prudent navigator will not rely solely on any single aid to navigation." What if the GPS went overboard? What if there were two GPSs aboard — which simultaneously got their innards turned back into sand by a lightning strike? Or what if the two GPSs simply started giving different positions — which would you trust? And never forget that the DOD owns the satellites, and can turn them off whenever it wants to. (Fortunately,

The prudent mariner knows that GPS is just the newest in a long line of checks and balances that should comprise any navigational repertoire. For the coastal sailor, GPS is a reliable collaborator in keeping your dead reckoning skills alive. As for you rusty celestial navigators, brush the cobwebs off the sextant every now and then and re-hone those skills. If the whole GPS system fell out of the sky tomorrow, you'll always have the sun and stars.

— roy kiesling

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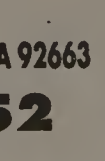
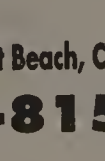
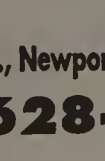
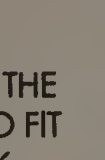
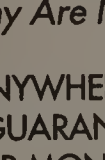
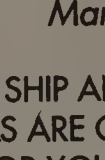
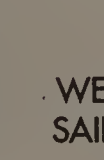
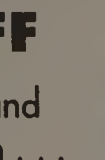
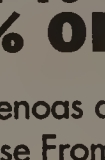
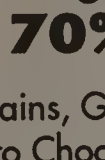
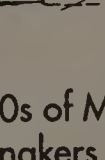
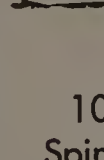
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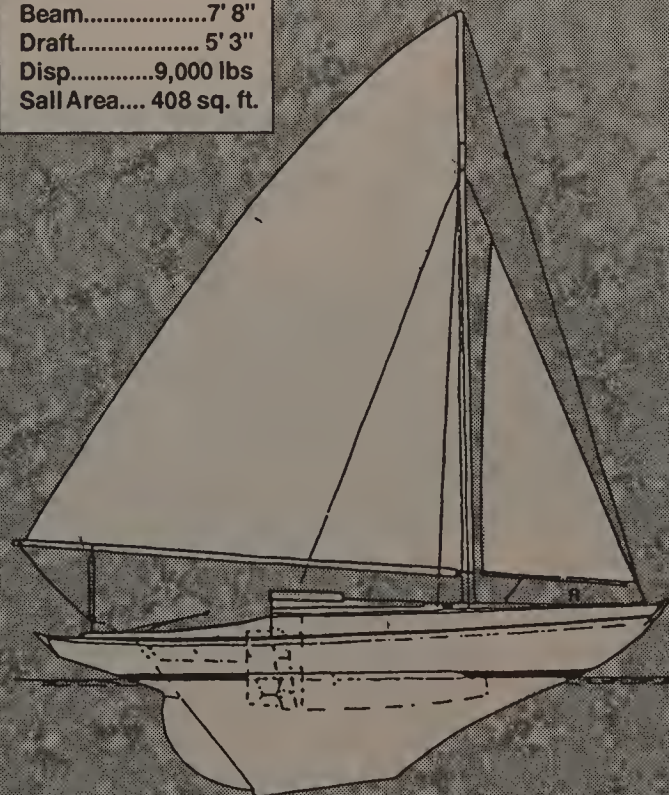
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## BIRD

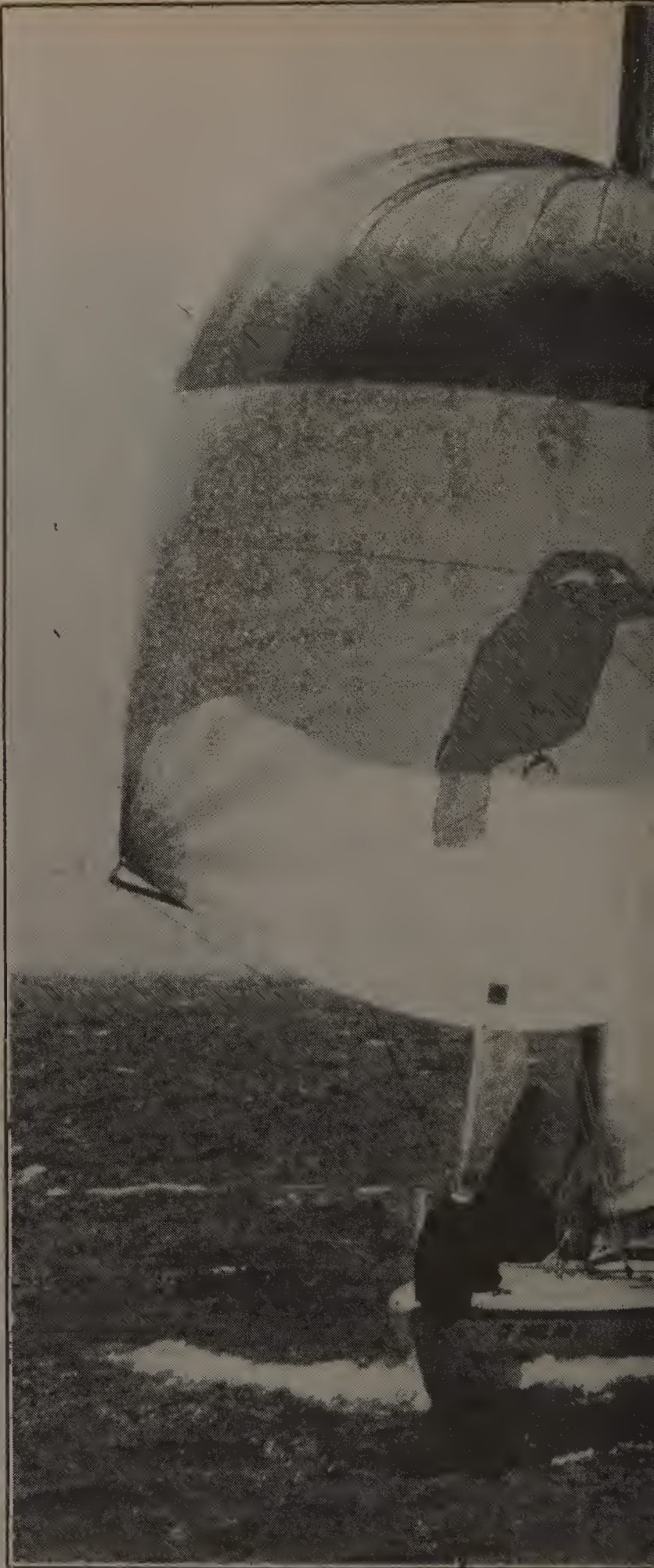
The year was 1923. America's first news weekly — *Time* magazine — was launched, carrying fresh ideas from coast to coast. Sigmund Freud's outlandish theories shocked the world of medicine, while Jelly Roll Morton introduced the nation to the spicy rhythms of New Orleans jazz. The legendary Jack Dempsey reigned as boxing's heavyweight champ and the scandal-ridden presidency of Warren G. Harding ended with a heart attack in San Francisco.

But in the annals of West Coast sailing, '23 is remembered as the year an odd yet lovable creature took its first flight across the Bay — the Bird boat. Amazingly, 73 years later, most of the flock not only survives, but is still actively racing or pleasure sailing in Bay waters.

Designed and built as affordable club racers suitable for training budding young sailors, these 30-foot, short-masted sloops are one of the few boat types ever designed specifically for the central Bay's challenging conditions. Although criticized by some as ungainly looking, their extremely high ballast-to-displacement ratio and low-aspect rigs give them an uncanny ability to literally plow through — rather than bounce over — the Bay's nastiest chop. Birds carry 4,800 pounds of ballast on 9,000 pounds of total displacement; their 30-foot masts are balanced by 20-foot booms which ride only a foot above the deck to lower the center of effort.

The fact that Birds never reef — they *have* no reef points — regardless of the wind's ferocity has befuddled generations of modern sailors, especially since Bird boats never seem to become overpowered. In either a howling 60-knot blow or a whispering morning zephyr, the boats carry a relatively large main and a tiny, club-footed jib (rigged on an inboard jibstay), plus a small spinnaker when racing. Birds are the definition of 'stiffness'. So much so that we're told many longtime local sailors regard them as floating anemometers — when a Bird has to luff its main, you know it's *really* blowing.

Despite the fact that they're extremely wet and have 'cabins' that most 12-year-olds would have to crouch in, they're nothin' but fun to



sail. A sharply cutaway keel — a radical feature in the '20s — gives them quick maneuverability. And except for having to jockey with the running backs and unhook the 'running headstay' before setting the chute, they're uncomplicated enough to be raced with a crew of two or even singlehanded. They'll do six or seven knots to windward in a



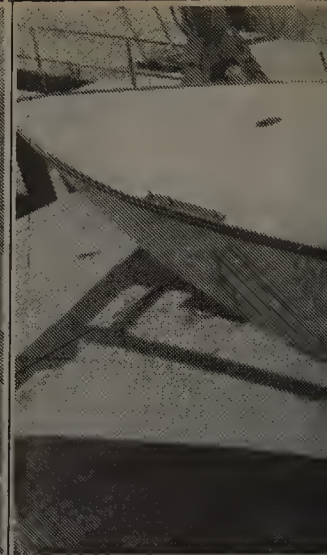
LATITUDE ARCHIVES

good breeze.

A group of prominent local sailors apparently contributed ideas to the original plans, which were drawn by a naval architect named Fred Brewer who worked at the old Madden and Lewis yard in Sausalito. The design was then reviewed by John Alden, who recommended

adding more weight to the keel among other things.

The first four Birds, *Osprey*, *Curlew*, *Betty* and *Skylark* were built at Madden's, financed by the sale of raffle tickets to local yachtsmen. After proving their virtues for Bay conditions, many other Birds soon followed. And in 1927 the Bird Class was officially established with



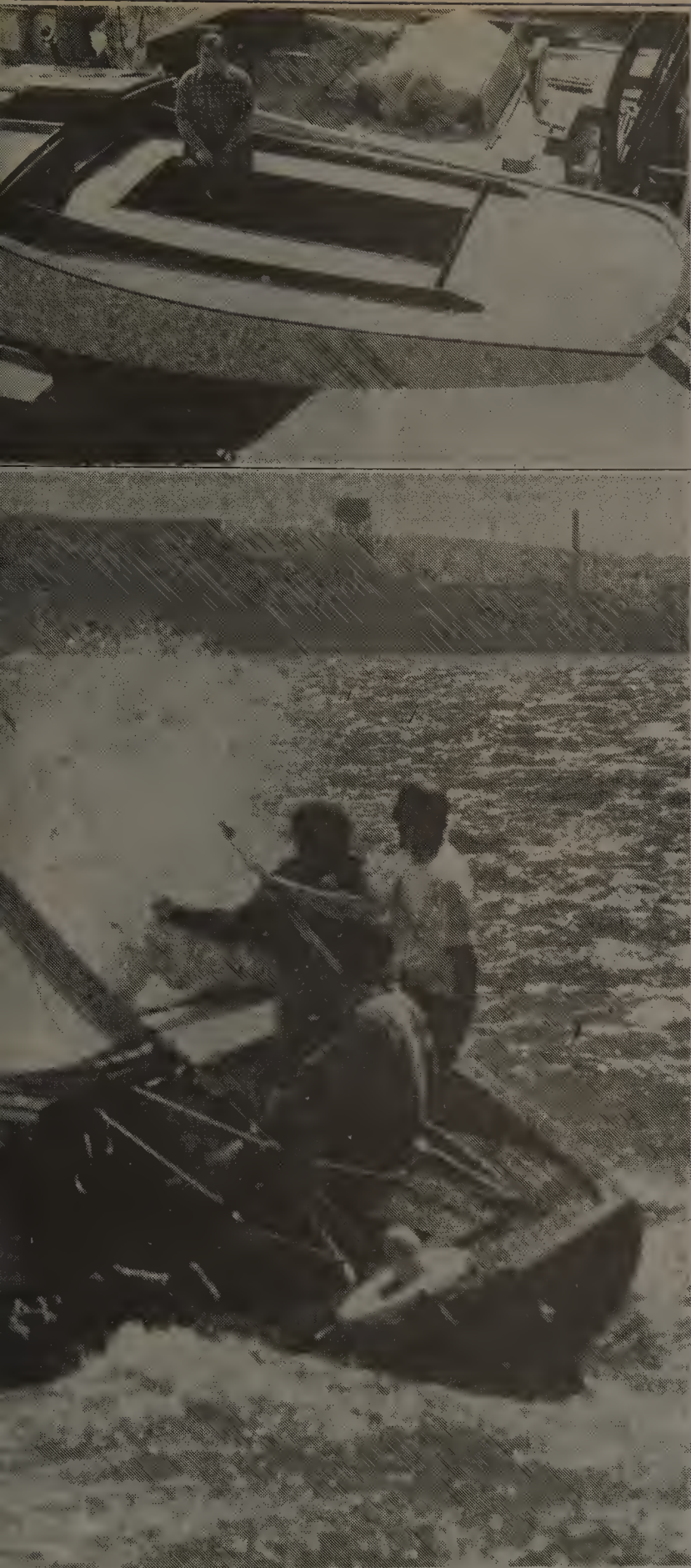
*Bird watching (clockwise from above): 'Kittywake' flies through Bay chop; the Birds sail as a one-design class in the annual Master Mariners Regatta; 'Polly' ready for relaunching in 1992 after a several-year total rebuild; 'Oriole' doing what a Bird does best.*

the Pacific Coast Yachting Association.

The Bay's boating scene was decidedly different during the early days of the fleet. In the absence of bridges, dozens of ferries crisscrossed the Bay, while cargo steamers braved the harbor mouth with few aids to navigation. Most of today's marina sites were still marshy mud flats. Since prohibition was in full swing, yacht club functions demanded 'creativity and discretion'. Fiberglass boats would not be seen for nearly four decades and the first issue of *Latitude 38* would not be published for a half century.

Nevertheless there was no shortage of eager sailors here, and demand for Birds grew rapidly, largely due to their reasonable purchase price — around \$2,000 — and the relatively low cost of campaigning them (i.e., having only one suit of sails).

With few paid contracts to keep him busy, Lester Stone, founder of Stone Boat Yard in Alameda, built four Birds during the height of the Depression — purely on spec. His hunch that they would sell was right. By the end of the Depression, commissions for the hardy little sloops were coming in regularly.



ALL PHOTOS LATITUDE ARCHIVES EXCEPT AS NOTED

As you might imagine, the folk history of the Bird Class is robust and colorful, to say the least. One of the most famous anecdotes — which has been passed down from generation to generation of 'Birders' — involves the theft of *Osprey*, the first of the species. Legend holds that in the dead of night, while lying at anchor off Sausalito, she was stolen by a convict who'd escaped from San Quentin. You have to wonder if the guy dreamed up this inventive exit plan while gazing out through the bars of his waterside 'suite'. Anyway, his imagination apparently outshined his seamanship, as

*Osprey's* shattered hull later washed up on Stinson Beach.

However, a lesser-known theory suggests that the original Bird might have been stolen by its original owner. He, too, had escaped that night — but from the insane asylum in Napa! In any case, neither man was ever heard from again. Some cynical observers have noted that all Bird sailors are a bit crazy. Perhaps that's why they seem to have so much fun.

Sadly, *Osprey* was beyond repair, but Herb Madden — a pioneer of Sausalito boatbuilding — took great pains to salvage her valuable lead keel and recycle it for use in the R-Class sloop *Ace*, which survives today.

By the mid-'30s, fleet racing among the Birds was well established on the Bay. But one faction of owners became intent on converting the fleet to true Marconi rigs — appreciably higher aspect, and minus the running backs. Naturally, hours of hot debate progressed to a showdown on the water, with the original Birds dueling with several tall-rigged rebels. It was a typically blustery day on the Bay, and — you guessed it — the original (low aspect) Birds were triumphant.

But the challengers' comeuppance didn't end at the finish line. The Golden Gate Bridge was under construction at the time, employing a temporary causeway to shuttle construction supplies. On the way back home, the crew of *Cuckoo* was still fuming from their humiliating loss when their lofty spar struck the causeway, decapitating it with a splintering crash — to roughly its original height. Call it cosmic or just plain bad luck, but those factious Birders got the message and most, if not all, have retained the original low-slung rig ever since.

Another famous tale recounts a mid-'60s Vallejo Race when gusts as high as 80 knots were recorded ashore during the homeward beat. Several boats apparently sank and others were dismasted (that was also before our time), but the Birds just plowed through. Afterwards, John Ford, one of the most prominent skippers of that era, conceded, "We did bury the lee rail a few inches on that one!" The San Francisco Bird Boat Association is proud to note that over the years many of the Bay's finest sailors have cut their sailing teeth — and possibly lost a few — sailing Birds.

For the past half century owners have feared for the future of this long-suffering fleet. And if simple logic were to dictate, they'd have reason for concern. After all, Birds have never been accused of being dry boats with spacious, comfy interiors. And for what you'd spend to buy and restore one today you could easily find a nice fiberglass cruising sloop that's faster, more comfortable and fitted out with all the modern amenities.

Fortunately, though, vintage boat lovers are rarely guided by practicality. In recent years, dedicated 'Bird lovers' have completely refurbished a whole flock of these sisterships — many of which will probably be carving up the Bay for another 75 years. (You're not unlikely to get that kind of mileage from any fiberglass hulls we know of — no matter how many times you Awlgrip them.) Incredibly, of the 24 Birds built, only two are 'deceased', *Osprey* and *Falcon*. The latter also met a 'legendary' end when it burst a gut and sank during the blustery '89 Master Mariner's Regatta. As they have for decades now, the Bird fleet will once again put at least five or six boats on the starting line for each race of the 1996 one-design season.

If you want a closer look at this indigenous waterfowl, which shows no inclination to ever appear on the endangered species list, stroll down to 'Bird Row' next to Madden's Yard in Sausalito. Or just keep an eye out when you're sailing — the Bird will be the one driving through the chop like a freight train, throwing spray all over her crew.

Bird boats are the oldest continually raced class in the Bay — some say in the U.S. Why? Ask any veteran Bird sailor and he'll probably just smile and quote the Association's motto: "Nothing sails like a Bird."

— latitude/andy

For more information on the Bird class, contact San Francisco Bird Boat Association president Jane Hook at (415) 441-5896.

# CHARGE OF

With the exception of the St. Francis YC-hosted Lightship Race on April 13, last month was an unmitigated disaster for local ocean racing. Some modern-day Mariner must have shot an albatross or something, because there was hardly a breath of wind in the Gulf of the Farallones for four weekends in a row. On March 30, the Singlehanded Farallones saw 57% of their racers drop out. Next, on April 6, the Doublehanded Lightship Race saw a 63% attrition rate. The weekend after the Lightship Race, on April 20, the Doublehanded Farallones lost 64% of its fleet due to the lack of breeze.

Relatively speaking, the only bright spot in this otherwise grim month for outside-the-Gate fun was the event profiled in these pages, the OYRA season-opening Lightship Race. Yet even this contest experienced a 22% dropout rate, as 17 of the 78 starters pulled the plug in the slow and bumpy going. Had the rate exceeded 50% like the previous two weekends, ocean racing would probably have been canceled for the year under California's new 'three strikes' rule.

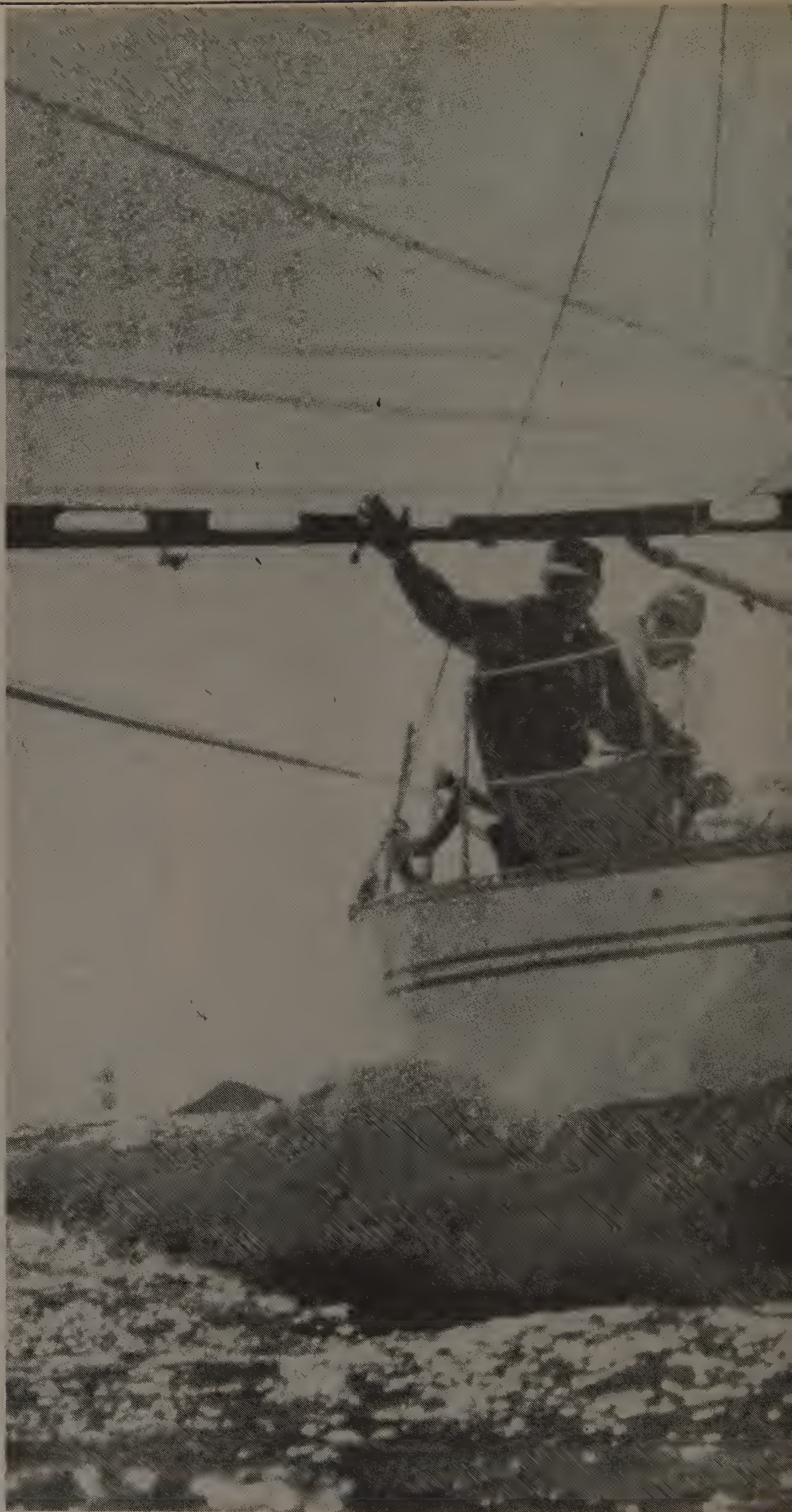
After a short postponement due to shipping traffic and a potential conflict with the Bullship Race (another event doomed by last month's wind drought), the 25-mile race to the temporary Lightship Buoy got underway at 10:30 a.m. The fleet was flushed toward the Gate on the building 4-knot ebb, and those that couldn't get outside Anita Rock and the South Tower became early casualties. *Gai-Jin*, Robert Shaw's new J/130, was first out of the Bay, only to check into the parking lot first. Eventually, the wind filled in at about 10 knots from the north, favoring boats that clawed their way to that side of the course.

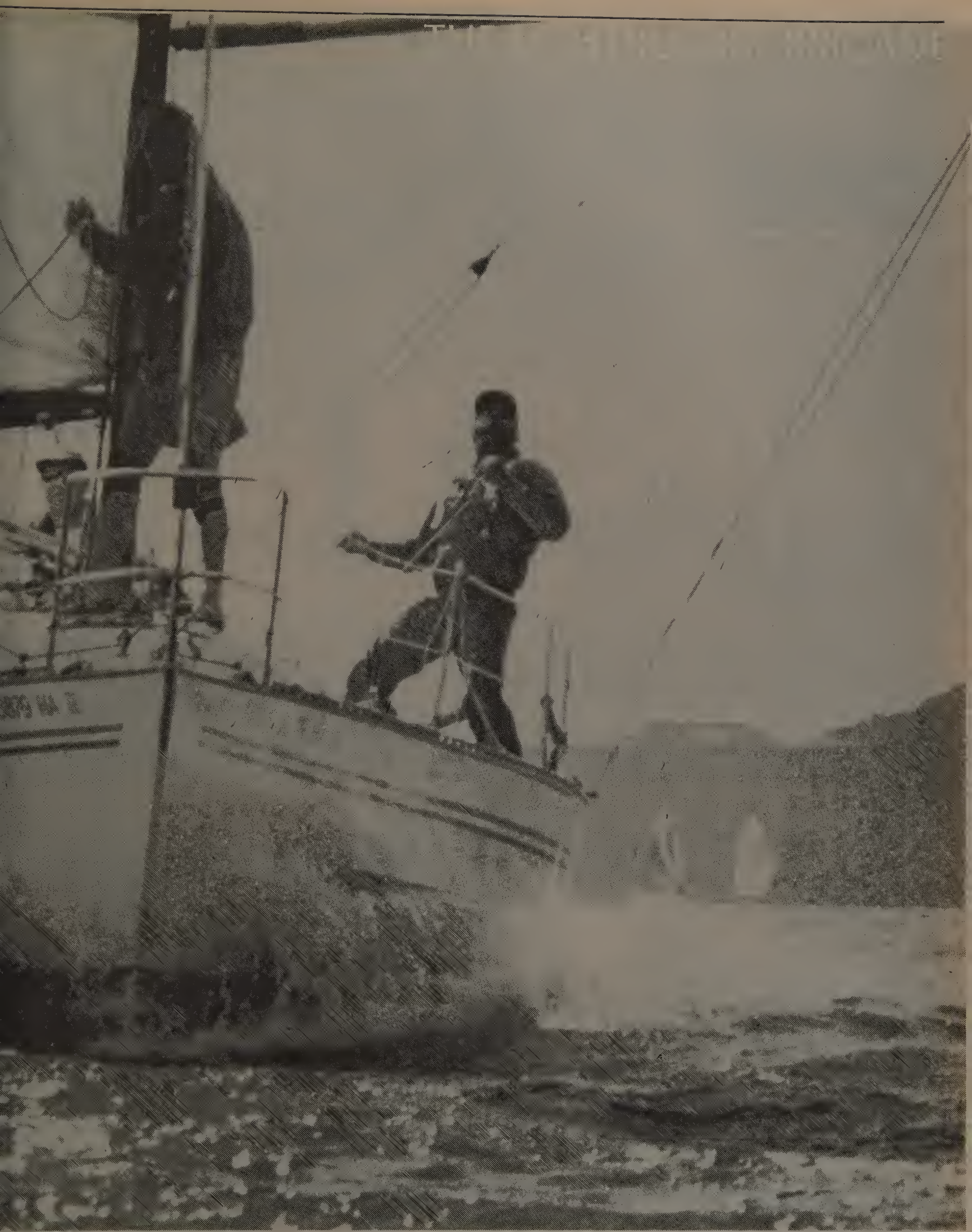
Dave Sallow's SC 50 *Dolphin Dance* was first around the turning mark, just ahead of *High Strung* and *Oaxaca*. Going north on the spinnaker reach home was the correct call, and the majority of the fleet held high into the Bonita Channel and then snuck down the Marin Headlands before crossing over to the finish line. *Dolphin Dance* was first to finish at 2:40 p.m., posting a 4 hour, 10 minute elapsed time. But given the conditions — increasing wind and a dying ebb turning to flood — it was a little boat, Mike Warren's tall-rigged Ranger 23 *Tutto Benne*, that posted the best overall corrected time.

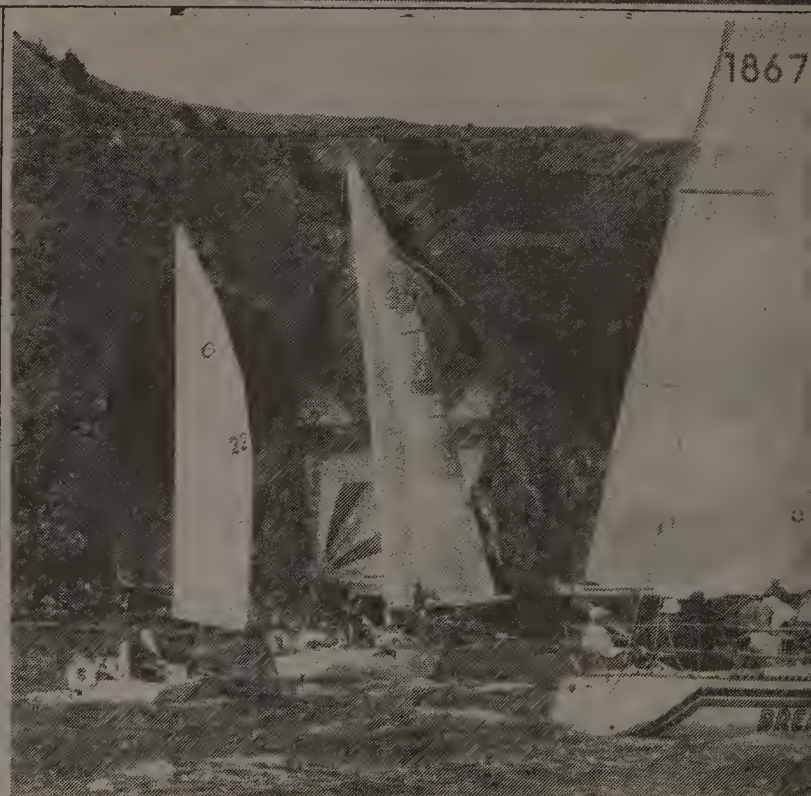
Results of the Lightship Race appear on page 136. The next opportunity to compete in the ocean is the 32-mile Duxship Race on May 11. Pray for wind!

— latitude/rkm

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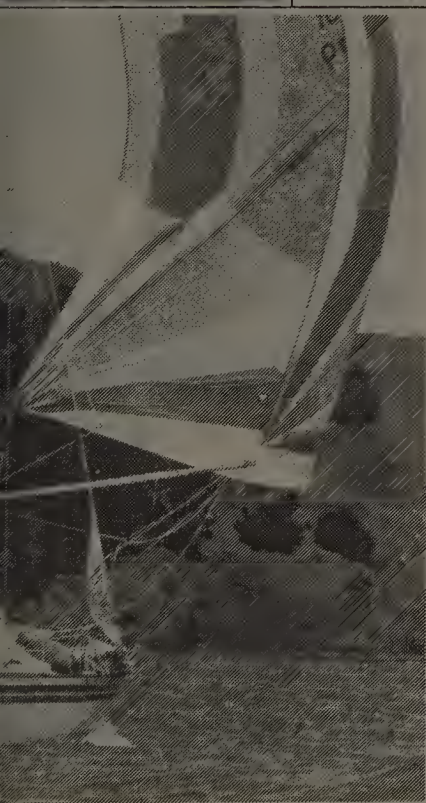
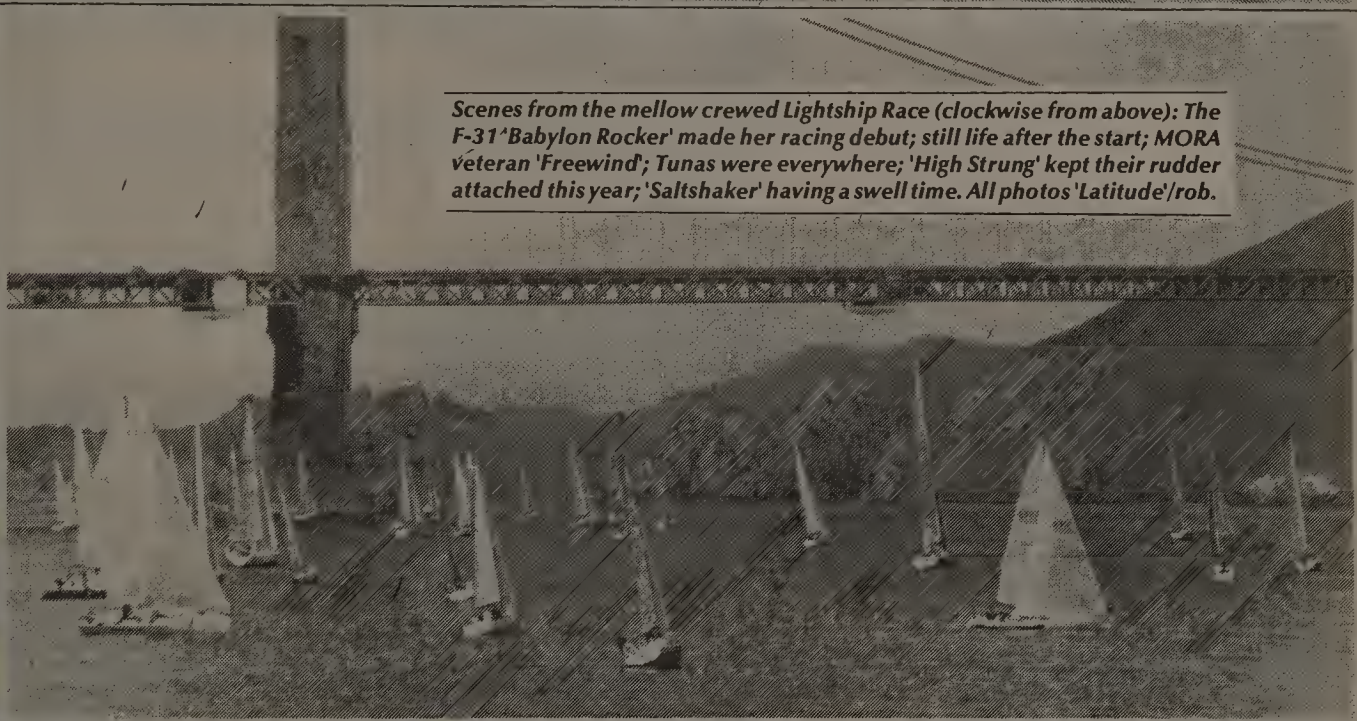








*Scenes from the mellow crewed Lightship Race (clockwise from above): The F-31 'Babylon Rocker' made her racing debut; still life after the start; MORA veteran 'Freewind'; Tunas were everywhere; 'High Strung' kept their rudder attached this year; 'Saltshaker' having a swell time. All photos 'Latitude'/rob.*



# LIGHTBUCKET BRIGADE

PHRO I (0-90) — 1) **Dolphin Dance**, SC 50, Dave Sallows; 2) **High Strung**(\*), Wylie 38, Gary Bur-bidge; 3) **Oaxaca**, SC 50, Dick & Patti Cranor; 4) **Major Damage**(\*), J/35, Chris Perkins/The Wilsons; 5) **Bodacious**, Farr 40, John Clauser; 6) **Jarien**, J/35, Bob Bloom; 7) **Jabiru**, J/35, Brian Dunn/Bill West; 8) **Spindrift V**, Express 37, Larry & Lynn Wright; 9) **Zamazaa**n, Farr 52, Chuck Weghorn; 10) **China Cloud** (\*), J/40, Leith Brite; 11) **Friday Harbor**, J/35, Ryle Radke; 12) **Kiri**, J/35, Bob George. (23 boats)

PHRO II (91-up) — 1) **Petard**, Farr 36, Keith Buck; 2) **Two Scoops**, Express 34, Chris Longaker/Tom Goodman; 3) **Stop Making Sense**, Soverel 33, Dean Briggs; 4) **Breakout**(\*), Santana 35, Les Raos; 5) **Resolute**(\*), Santana 35, Brendan Busch; 6) **Ozone**, Olson 34, Cari Bauer. (13 boats)

MORA I (light) — 1) **Friday**, Express 27, John Liebenberg; 2) **Baffett**, Express 27, Baffico/Baskett; 3) **Familiy Hour**(\*), Olson 30, Bilafer familiy; 4) **Dragon Lady**, Express 27, Jim Coyne; 5) **Run Wiid**, Olson 30, Al Holt; 6) **Oa Oa**(\*), Olson 30, Jay Parry/Al Thoma; 7) **Hurricane**, Express 27, Jon Bamer; 8) **Attitude** (ex-Men at Work), Express 27, Mike Henry. (16 boats)

MORA II (heavy) — 1) **Tutto Benne**, Ranger 23-T, Mike Warren; 2) **Freewind**, Cal 9.2, Don & Betty Lessley; 3) **The Shadow**(\*), Mull 30, Pieter deVries;



LATITUDE/ROB

'China Cloud' (left) and 'Miramar' sliding down the home stretch.

4) **Roadhouse Blues**, Hawkfarm, Bentsen/Boschma; 5) **Latin Lass**(\*), Catalina 27, Bill Chapman; 6) **Doctor Who**, Merit 25, John Drewery; 7) **Redux**, Olson 911-S, Nick Barnhill; 8) **Lost in Space**, Merit

25, Bruce Koch/Francis Ross. (16 boats)

SHS (shorthanded) — 1) **Lobo**, J-33, Julio Magri; 2) **Annaiise**, Wylie 34, Paul Altman; 3) **Tamarin**, Sabre 30-II, Richard Burton; 4) **Erin**, Antrim 30+, Dan Buhler. (8 boats)

CRUZ (motor allowance) — 1) **Miss Conduct**, Columbia 36, George Clark. (2 boats)

\* = one-time entry

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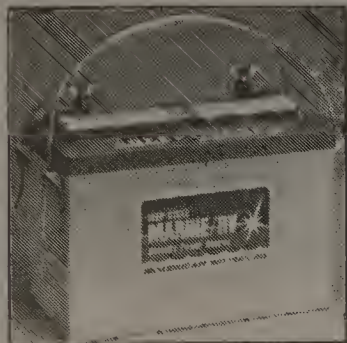
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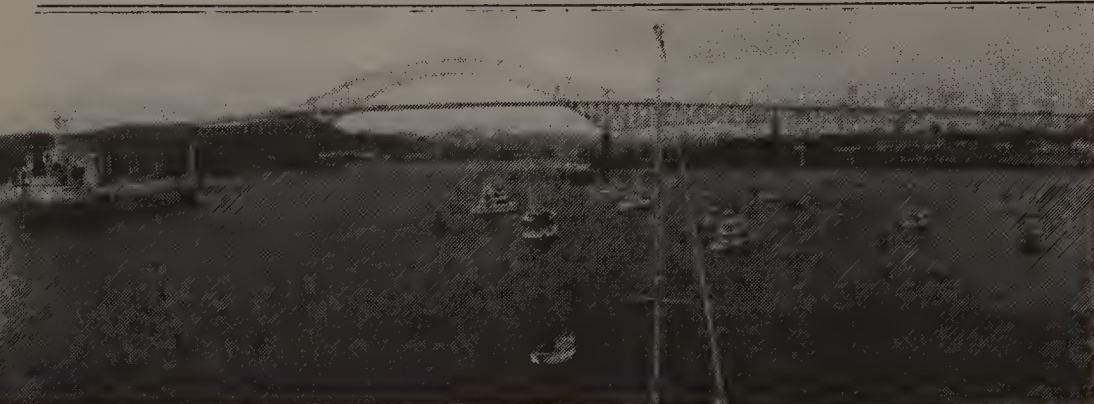
## HARKEN

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# DETAILS ON

Cruisers headed from Mexico to the Panama Canal — of which there seem to be an unusually large number this season — might be intimidated by the prospect of a Canal transit and possible lingering resentment of the 1989 U.S. invasion. Such

the ships heading to and from the Canal. At least one wild night a week the club has live music and dancing. Since the 'yacht club' has



JIM DRAKE

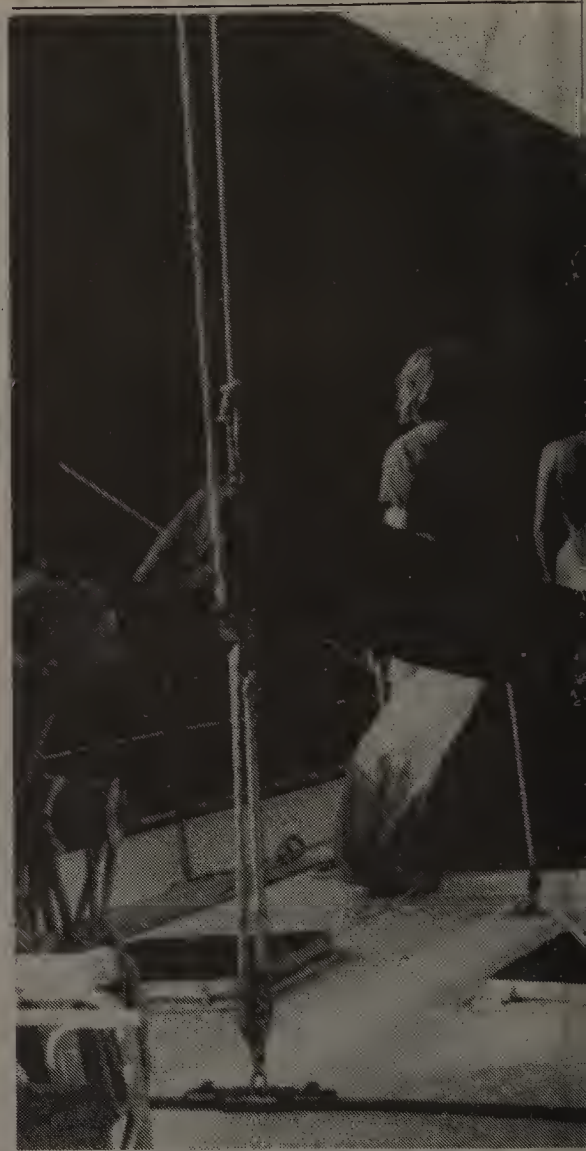
fears are unfounded. Based on my experience taking *Big O* through the Canal last January, a transit is no big deal if you just approach it as you should all aspects of cruising: by taking one step at a time and not being in a rush. As for the Panamanians, they're very friendly. Crime is only a serious problem in several districts of Panama City and all of Colon — the latter being universally recognized as a risk to human health.

The most popular staging area for cruising boats about to make a Pacific to Atlantic transit is the Balboa YC in Balboa. Just a couple of miles from the Canal entrance, the club is easy to find: just look for all the masts a little to the southeast of the dramatic Bridge of the Americas. When

*When going from the Pacific to the Atlantic, start here — at the Balboa YC, with the Bridge of the Americas in the background.*

always been popular with relatively affluent mariners as well as benefit-rich and horny American servicemen, it also been popular with Panamanian girls interested in leveraging love — or possibly just sex — to improve their lot in life. As a result, there is a seemingly endless parade of often stunning local women who happily strut their stuff dressed up like hookers — which some of them are. So if a whorehouse-like atmosphere is what you're looking for in Panama, it will be within walking distance of your boat.

There are no slips to be had at the Balboa YC, and our attempts to radio ahead to



your own dink to run between your boat and shore, but that's prohibited. The guys with the launch service have a monopoly, and as with most monopolies the service is lamentable. It seems that everyone who has ever been to the Balboa YC has a story to tell of how it took forever to get between their boat and shore or vice versa. Firing several flares directly at the yacht club building has been suggested as an effective way of getting the launch operator's attention.

Fees are assessed for use of the Balboa YC facilities, but they're reasonable. Transients can join the club for a limited time for just \$15. Mooring buoy fees are 35 cents/foot/day. Our fees were collected by a pleasant woman at the front desk when we first stepped foot in the club.

Boats on moorings are reasonably secure, so the Balboa YC is a great place to arrange for your Canal transit and to leave your boat while visiting some of Panama's many attractions. Nearby Panama City has a vibrant and energetic population of 700,000 that represents an enormous diversity of cultures. The largest city in the republic, it has a distinctive waterfront lined with high-rises. It also has plenty of social activities for the party-loving population: symphonies



approaching Balboa be sure to keep an eye on the depthsounder, as the tidal range is close to 20 feet.

Although it's called a 'yacht club', the Balboa YC is really a private business with two distinct faces. There are boating facilities for members, who are mostly Panamanian fishermen. As you might expect of a country that means 'abundance of fish', the action is pretty good. And thanks to Americans who enjoy getting stoned, quite a few Panamanians have been able to afford fine boats to chase those fish.

The Balboa YC also has a bar/restaurant — open to the public — with a great view of

*There are lots of ups and downs in a Canal transit, but nothing that the average mariner can't handle.*

arrange for a mooring buoy were a waste of breath. We just showed up and were directed to a mooring by the operators of the club's launch service. The mooring area is unlike any other in that ships from around the globe pass within 150 yards, and do so 24 hours a day, 365 days a year. Over 12,000 ships pass by in a typical year, and over 750,000 have rumbled past since the Canal opened.

It would be easy and convenient to use

# DOING THE DITCH



JIM DRAKE

**Locking down at Gatun. Even after 750,000 vessels have passed through, these much-repaired lock doors still get the job done.**

(which the Panamanians love), all styles of live music, 20 casinos, horse-racing, cockfights, first-run movies with Spanish subtitles, a seemingly endless number of local fiestas. Standing on a Panama City street at night and watching life unfold is fascinating in itself.

Because Panama is an international crossroads, you can buy just about anything — especially electronics — at very reasonable prices. Since Panama has more drug smugglers and a much higher per-capita income than any other Central American country, the top brand names of just about anything are widely available.

Getting to and around Panama City from the Balboa YC is both easy and inexpensive. As I recall, buses were about 20 cents for a short ride and a typical taxi fare was about \$1.50. You can even catch a bus to San Jose, Costa Rica, for about \$25.

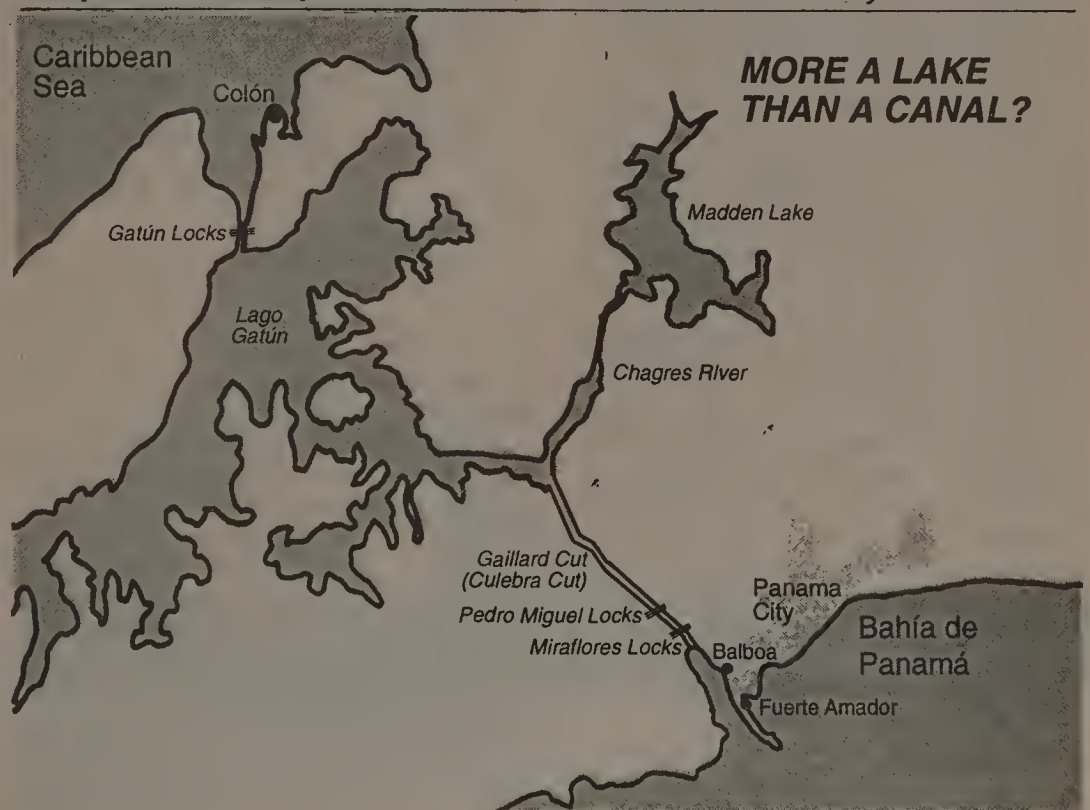
**P**anama has a colorful history that would be a shame to ignore. Columbus sailed along the Atlantic coast during his fourth Voyage of Discovery, and gave the

name Portobello to the cove that for many years would be the most important port in the Spanish Main. A couple of seasons later,

in 1513, Balboa crossed the isthmus of Panama and 'discovered' the Pacific Ocean. After conquering Peru, the Spanish hauled tons of gold from the Pacific side to the Atlantic side via the El Camino Real and the Las Cruces Trail — remains of which can still be seen. The shipments of gold attracted bad boys such as Sir Francis Drake and Henry Morgan, who plundered Portobello and Panama City, respectively. Fortresses were built at Portobello and San Lorenzo to prevent the Spanish looters from being harassed by pirates, and these structures are still in pretty good condition. Those interested in more modern history will have no trouble finding bullet holes on both sides of the Canal from the U.S. invasion in '89.

The Balboa YC is also a good place to leave your boat if you want to do a Canal transit on somebody else's boat before doing it with your own boat. It's common for cruisers to help each other with transits, as it saves everybody from having to shell out \$50 per line-handler, which is the going rate. Want to put a black mark on your name in the cruising world? Promise to be a line-handler on somebody else's boat if they help you first — then don't live up to your half of the bargain. Making Canal transits on other boats is a great opportunity to party with cruising acquaintances, and the trip back across is an interesting drive of about two hours.

If you've never done a transit before, you'd also benefit from seeing the Visitor's Pavilion at the Miraflores Locks. They've got a working scale model of the Canal, as well as bleachers from which you can watch the



**MORE A LAKE THAN A CANAL?**

# DETAILS ON

vessels large and small be locked up and down.

If you're in any kind of hurry, however, the first thing you want to do upon your arrival at the Balboa YC is get started on the paperwork for your transit. For those short on patience and long on cash, I can recommend Tina McBride of TransCanal Yacht Services. This spunky 36-year-old is a specialist in Canal transits, cruising permits, *zarpes*, visas, dock line rentals, provisioning, banking, tours, airport pickups, and just about everything to do with Panama.

"I do anything that is legal, moral and ethical," McBride laughs. Based in Balboa, she nonetheless works both ends of the Canal and can get from one side to the other in less than 90 minutes. Dialing 28-8056 will ring her bell. Tina is not the only one who offers such services, but she's better looking than the guys.

On the other hand, if you're like me and believe thrift is a virtue, taking care of transit arrangements isn't that hard or time-consuming. Here's the way to do it:

1) Go to Immigration to get everyone's passport stamped. The official was really friendly — but tried to rip us off by trying to sell us visas we didn't need.

2) Stop by the Port Captain's office and get a Cruising Permit — which might be mandatory even if you're going through the Canal and continuing on without stopping. In any event, it's \$69 for the minimum three-month period. I got mine from two sour women who were nonetheless efficient.

3) Visit the Canal Commission office to schedule an appointment for getting your boat admeasured. The Commission uses a complicated formula designed for cargo ships to 'measure' boats to determine how much they should be charged for a transit. Folks familiar with the formula can help you save a couple of bucks by getting your boat to measure 'small'. The admeasurement certificate is good for the life of the boat — as long as you don't lose it.

Since *Big O* had been admeasured two years before, I got to move directly on to a pile of about 20 other forms, such as deratting certificates. I was walked through the process by Clifford Lanterman, a pleasant admeasurer who was helpful in

recommending grocery stores and restaurants. A day or two before you start your transit, Lanterman or one of his colleagues will come out to inspect your boat to make sure you've got adequate lines (you need four 100-footers), fairleads, cleats, and that your engine will probably run. Then again, they might not get around to it.

4) When this is done, you drag all the forms over to the Treasury Office and pay the necessary fees. The first time *Big O* came through the Canal and had to be admeasured, the total of fees came to about \$350. This time it only cost about \$165. It's

*Even vessels that could make it from New York to San Francisco underwater usually decide that the Canal shortcut is a good idea.*

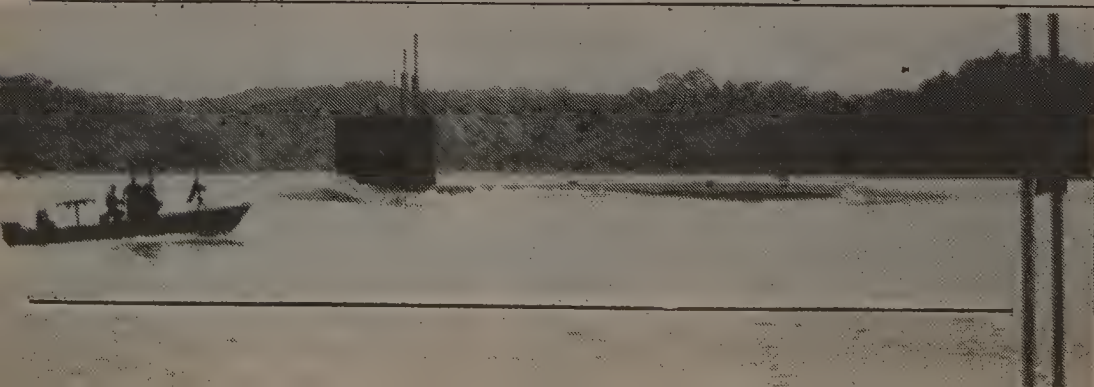
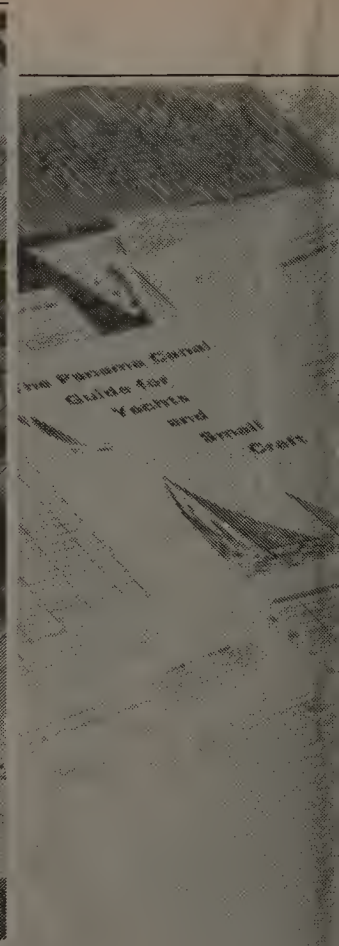
*Spread; There's a lot of paperwork involved with going through the Canal, but you can do it yourself. Inset; Tina McBride knows the ropes.*

a heck of a value based on several other comparisons. The average ship, for example, pays \$30,000 per transit, and some have paid over \$100,000! As for the skinny and crumbling 3.2-mile Corinth Canal in Greece, *Big O* was charged \$405 for a transit last August. What a rip-off!

5) Once your boat has been admeasured and you've paid the various fees, you're free to call the Marine Traffic Scheduler and ask them to schedule a transit time. The one thing nobody should assume is that they'll be able to rush right through the Canal.

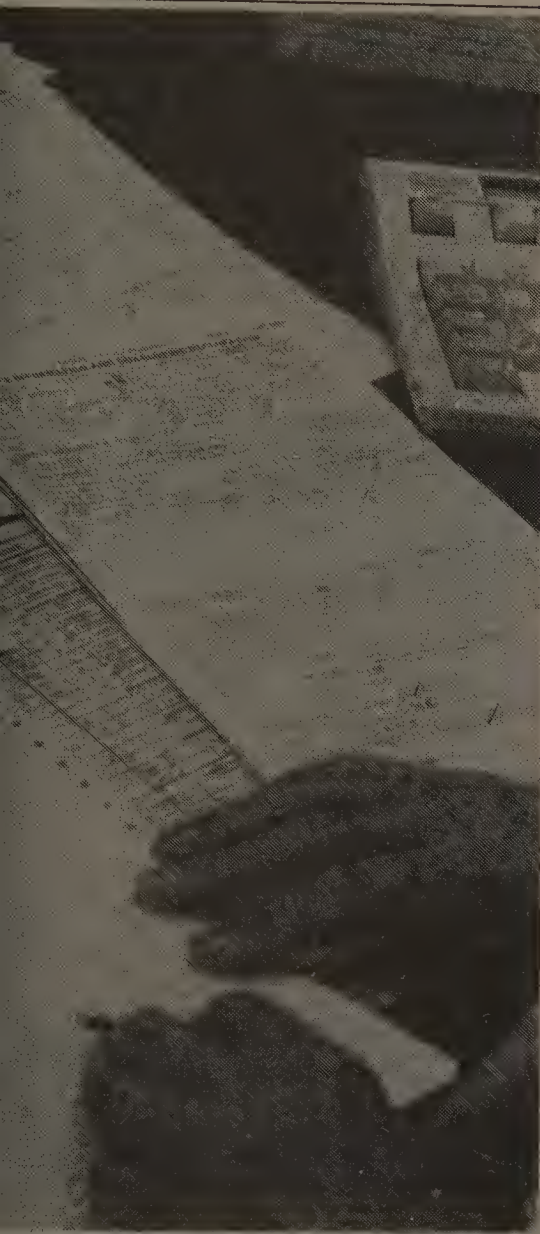
In our case, we arrived on January 23, did all the paperwork on the afternoon of the 24th, got fuel in Balboa on the 25th, and did the transit on the 26th. That's about as fast as it's going to happen. If your boat needs to be admeasured, you can figure on at least another day and maybe two. Heavy ship traffic and/or Canal repairs could delay a transit even longer.

Once you've got a transit time, make sure you call the Marine Traffic Scheduler the



COURTESY KGB

# DOING THE DITCH



JIM DRAKE

First-timers usually have a lot of misconceptions about the 50-mile long 'Canal' — which isn't that much of a canal at all. 'The Ditch' actually consists of two short sea level approaches from each side, three sets of double locks, the 8-mile long Galliard Cut, and 23-mile wide Lake Gatun. So the 'canal' is mostly a sprawling fresh water lake 105 feet above sea level!

Because of the extreme tides in the Pacific, there are two sets of locks on that end, but only one set on the Atlantic side. When going from the Pacific to the Atlantic, you're actually travelling to the northwest, as the Atlantic side is 27 miles west of the Pacific side! The first lock you encounter is Miraflores Lock, just a short distance past the Bridge of the Americas and the Port of Balboa.

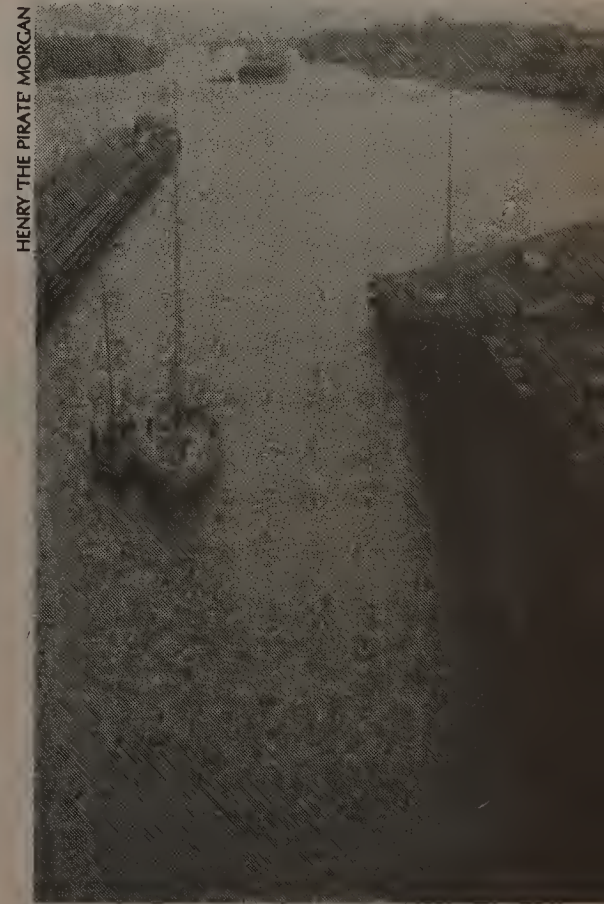
There are three ways for yachts to go through locks: center chamber, which means you're tied alone in the center; center chamber rafted to another boat; or rafted to a Canal tug which is tied to a lock wall. Given a choice — which you most definitely do not get — most cruisers would elect to go center chamber.

We went through Miraflores Lock, center chamber, which is not without its risks. When the shore crew throws a 'monkey fist' from 50 feet above, it can really dent your skull. In addition, line handlers have to be paying attention or things can go wrong. Fingers pulled into winches, for example, or boats allowed to get perpendicular to the chamber and rasp their topsides on the cement sides

*Most ships in the world are built to PANAMAX standards, which mean they'll just barely squeeze into the locks.*



JIM DRAKE



HENRY THE PIRATE MORGAN

*'Big O' and a French boat about to enter the Gatun Lock during an Atlantic to Pacific transit. Both would side-tie to a Canal tug.*

of the locks. Water flows into an 'up lock' at an incredible rate of 52 million gallons in just 15 minutes, and thus can put a considerable strain on the lines and line handlers. It's nothing that a decent sailor can't manage, but you do want to be paying attention.

The Miraflores Lock is separated from the Pedro Miguel Lock by little man-made Miraflores Lake, which has man and geese-eating crocs. In their infinite wisdom, the U.S. military operates a sailing school on this little body of water, and requires that all students demonstrate the ability to right a capsized dinghy. I was told that the sailing instructor carries a sidearm to discourage hungry crocs from eating his students.

Miraflores Lake is also home to the Pedro Miguel Boat Club, which is hard by the Pedro Miguel Locks. The Pedro Miguel BC is a serene yachtie hangout — it looks like a big house up in the Delta — for folks with time on their hands, projects to take care of, and stories to tell. Unfortunately, it's often filled to capacity.

There also used to be a Cuban refugee camp on the opposite side of the Canal from the Pedro Miguel BC. One afternoon all hell broke loose, as the refugees rioted and set fire to everything that would burn. A few desperate souls climbed the barbed wire fences and decided to brave the risk of crocs and ships to swim across Miraflores Lake.

night before to confirm it. Invariably they'll start you between 0600 and 0900, because the Canal Commission doesn't want yachts moving around in the Canal after dark. Boats over 65 feet are usually allowed to make the entire transit in one day; boats under 65 feet have to spend the night in Lake Gatun.

Two hours or so before you're scheduled to enter the first lock, your pilot — or more likely an advisor — will show up. The advisor stays in contact with the traffic control people and other ships. He tells you what to do, but it's the skipper's job to run the boat. Our pilot was a great guy who got along well with all 16 of our crew, and I didn't hear any reports about bad pilots. Anyone who doesn't want their boat crushed between an aircraft carrier and a lock door should have a nice lunch ready for when the advisor gets hungry.

By the way, not being ready when your advisor boards is not only considered bad form, it's also expensive. The same is true if your engine craps out. The Canal Commission may charge you a second transit fee.

# DOING THE DITCH

Several of them were sliced and diced by ship props, and the Canal had to be closed for several hours to try to locate the remains.

Once you transit the Pedro Miguel Locks — we did it side-tied to a Canal Commission tug — you travel 8 miles along the Galliard Cut. This is where you cross the Continental Divide, which mercifully was only 312 feet high before Canal construction crews dug it down to 105 feet above sea level. The Galliard Cut was also the site of terrible mudslides both while the Canal was under construction and shortly after it was completed. Digging through the mud and shale of the Galliard Cut was the most difficult part of the project, and it claimed the most lives.

After passing through the Galliard Cut, the Chagres River flows into the Canal from the starboard side. The water to operate the Canal is collected in man-made Madden Lake, then flows down the Chagres River into Lake Gatun, then is allowed to flood into the locks at the appropriate time. Many people erroneously assume that water is pumped into the 1,000 by 110 foot chambers when vessels are 'up locking', but it just flows in by gravity. Were it not for Panama's heavy rainfall — it averages 9 inches a month for 8 months of the year — there wouldn't be enough water for the Canal to function.

On the port side after the Chagres River is Barra Colorado, a large island at the edge of Lake Gatun that is home to the Smithsonian Tropical Research Institute. There are 40 miles of trails on the island, but visitors are only allowed on a few miles of trails and only a couple of days a week as part of special tours. What are the Smithsonian folks trying to hide? I was told that the institute staff likes to relax by drinking beer and sacrificing virgins on funeral pyres — but I have no proof.

While transiting the biggest part of the 'canal' — Lake Gatun — you're likely to see vessels of every size from the most far flung ports of the world. It wasn't until I read the home ports of the passing ships that I fully appreciated that Panama is truly the 'crossroads of the world'. The most interesting vessel we saw was a U.S. nuclear submarine, which was guarded by a patrol boat. Good thing, too, as it was such an 'attractive nuisance' that those of us on *Big O* were tempted to hijack it and take over the world.

Lake Gatun is where small boats must spend the night. Our group wanted to spend the night aboard *Big O* on the lake, too. Our advisor asked the Canal Commission for permission. What a bunch of great guys; they said 'yes' — as long as we were willing to pay



JIM DRAKE

*Being a line-handler isn't the hardest job in the world — if you pay attention and keep situations from getting out of hand.*

for a second transit. Lots of folks want to swim in freshwater Lake Gatun — until they find out about the crocs.

We shared our last lock, the Gatun Locks, with the wacky-looking *Radisson*, which is a large catamaran cruise ship. Many of the cruise ship guests hovered on the bow, almost directly over our heads. The Canal Commission doesn't hesitate to cram as many vessels into a 1,000 foot long chamber as it can.

When *Big O* transited the Canal east to west two years before, the crew saw several tarpon as big as dolphins frolicking in the Gatun Lock. We didn't see any. Besides, our advisor told us fishing wasn't allowed in the locks.

After the doors open at the Gatun Lock, you're at sea level again and there's nothing left of the transit but to motor a few miles to either 'the Flats' or the Panama YC at Cristobal. A few miles beyond that is the breakwater which keeps out the waves of the boisterous Caribbean Sea. After the mostly light winds and smooth seas of the Pacific, banging to weather in the Caribbean is a rude reality check for many sailors.

I don't know of anybody who has

*The Pedro Miguel Boat Club is almost always filled to capacity — even though you can't take your boat anywhere.*



LATITUDE 38/RICHARD

transited the Canal and gone straight out through the breakwater into the Caribbean. Everybody calls on the Panama Canal YC, a traditional yacht club that welcomes sailors from all over the world. After we exited the Gatun Locks at 1430, there wasn't a single berth or stern tie to be had at the club, so we anchored about a half mile away in 'the Flats', which is where Pacific-bound boats usually wait for their advisors.

When you walk a few steps out the front door of the Panama Canal YC, you're in Colon, which is everything that Singapore isn't: namely dirty and dangerous. The first indication of this is that the guard at the entrance of a nearby lumberyard is armed with an automatic rifle! It's downhill from there. When our cook shopped at the El Rey Supermarket, there was a guard with an automatic rifle at every cash register. Built in the same French style of architecture as New Orleans, it's easy to imagine that Colon was once an attractive town. Now it's dreadful, with buildings in tatters and piles of stinking garbage along the street.

The 'big deal' in Colon is the 'Free Zone', where you can buy stuff without paying duty. I didn't think it was anything special, and the locals told me that we could get equally good deals in Panama City where it's not so dangerous. Despite the danger, Colon has scores of banks. But just because the sign out front says Citibank or Bank of America, don't assume they operate like any other Citibank or Bank of America you've ever been to in your life.

If you tire of the delicious fish dinners at the Panama Canal YC or start to feel trapped, dinner at the Tarpon Club — up by the Gatun Locks — is a safe outlet.

'Doing the Ditch' is a curious sort of experience. In many ways it's anticlimactic, because it consists almost entirely of motoring along in placid jungle waters. Even going up and down in the locks isn't that much different than . . . well, rising and falling with the tide. On the other hand, when you find yourself in another ocean at the end of the day, you know you've been a part of something special.

To best appreciate a Canal transit, you'll want to read David McCullough's *The Path Between Two Seas, The Creation of the Panama Canal*, which Simon & Schuster published in 1977. It's 700 pages long, so you might want to start it in Costa Rica. It's a fascinating book, and you'll learn how if it were not for Alabama farmers, the Canal would have been built across Nicaragua.

If you're still intimidated by the Canal, I've got a final sure-fire cure: the realization that the alternative is Cape Horn.

— jim drake

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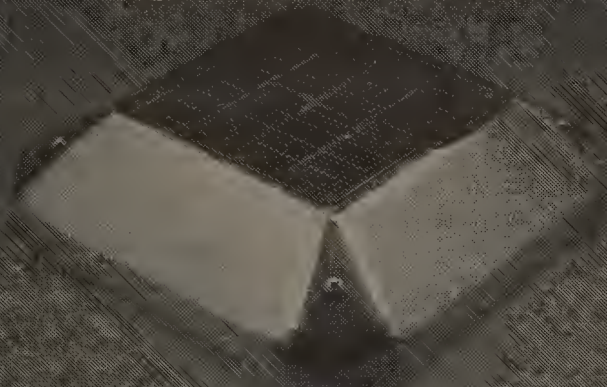
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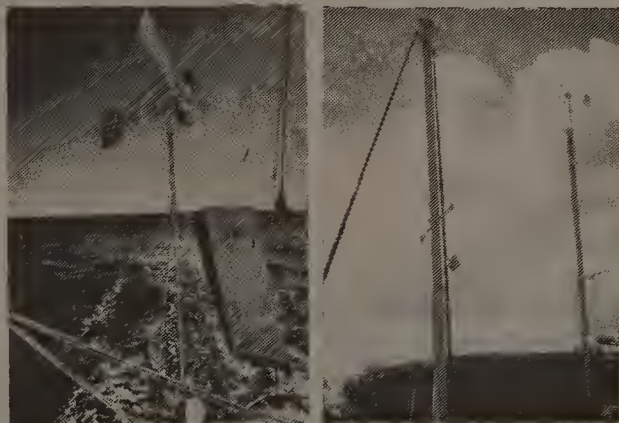
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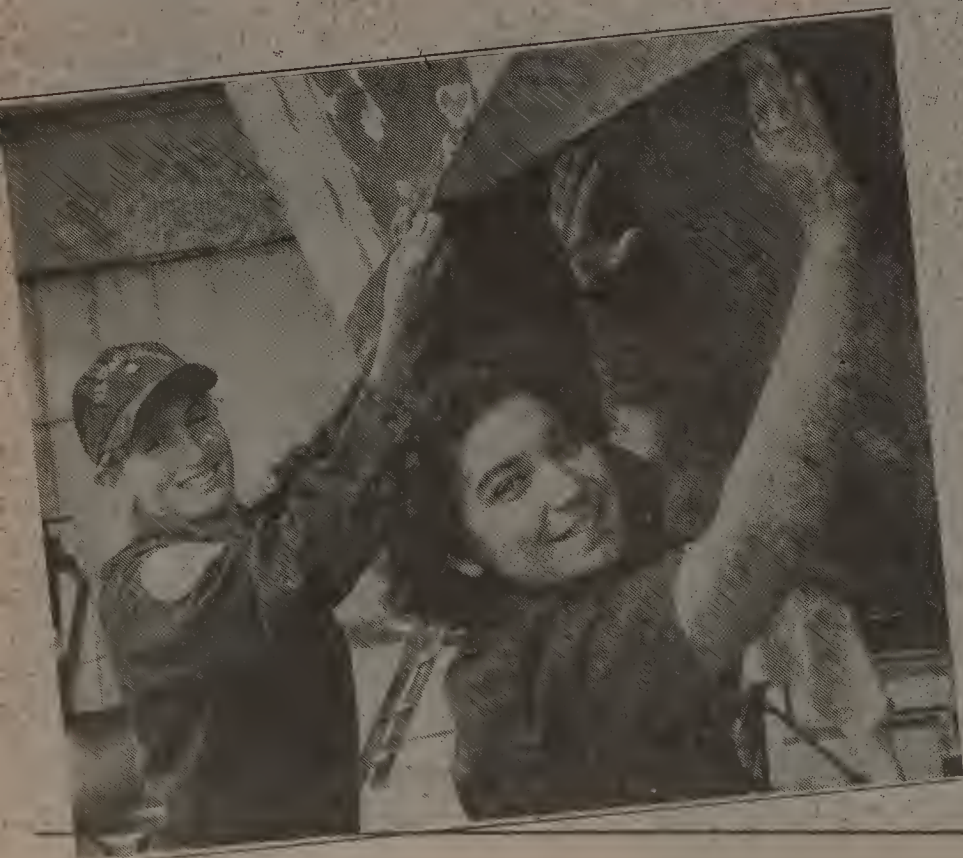
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# BAY AREA BOATYARDS —

April has always struck us as one of the coolest months, ruined only by having to file taxes. The days are longer thanks to Daylight Savings Time, it's generally stopped raining, the ocean racing and baseball seasons begin again, the trees and flowers start blooming. . . well, you get the idea. But for sailors, the greatest thing about springtime is the chance to start exercising their boats more frequently again — and one of the first 'cruises' many boatowners take at this time of year is to their local boatyard.

To investigate this nautical rite of spring — and, okay, to avoid facing our taxes — we jumped in the car last month for a quick tour of some of the Bay Area's more prominent 'do-it-yourself' boatyards. Determined to cram the whole assignment into one afternoon, we did the journalistic equivalent of 'driveby shootings' — we literally shot the first people we ran into. . . with our camera. After grabbing some hasty notes and quotes, we jetted off haphazardly for the next yard.

As you'll see in the following pages, we unearthed a real slice of life this year — everything from paid BMWs working on \$3 million racing boats to 'Mom and Pop' teams working on more real-life projects. If we did the same lap around the Bay a week or two later, the subjects would undoubtedly all be different — hence the 'day in the life' title. We literally had no idea what to expect when we set off on our annual boatyard tour — except that the randomness would be part of the fun. Who knows, maybe we'll bump into you next year?



**Bay Ship & Yacht (Richmond)** — As taxpayers, we were gratified to see two dedicated Coast Guard members — Bosun's Mate NancyLee Greiner (left) and SNBM Cecilia Pillado — hard at work fixing up government property. . . on a weekend, no less! Getting ready to patch and paint the bottom, the women were cheerfully taping off the waterline of 'their' aluminum Coast Guard utility boat '41368' out of Mare Island. The '41' stands for 41 feet, while '368' means this is the 368th boat in the series. "They're our generic workhorse boats; we don't bother naming them," explained Greiner, a five-year Coast Guard veteran originally from Boston.

"But this one is particularly nice," continued Pillado, a 1½ year vet from Sacramento. "It's 21 years old, but you wouldn't know it. Admiral Applebaum, the highest ranking Coast Guard officer in California, recently inspected us and said that '368' was the finest 41-footer he'd ever seen!"

Where were all the male Coasties when there's work to be done, we asked? "We don't need them — they'd probably slow us down," laughed Greiner. "Besides, we're the bosuns, which means it's our job to maintain the boats." The '368' will return to Mare Island shortly, where the Coast Guard station will be maintained for another six months. "After that, we're not quite sure where we'll be located," they told us.

# A DAY IN THE LIFE



**Sanford-Wood** (Richmond) — "We're male bonding," laughed Terry Klaus (far left), owner of the famous 65-foot Herreshoff schooner *Brigadoon*. "Tell him the truth," chimed in one of his buddies. "We're all Terry's tenants, and he gives us a rent break if we help him on his boat!" The close-knit gang's spirits were high — *Brigadoon's* massive bottom refit was going well, and everyone was looking forward to sailing again by Memorial Day Weekend. "We intend to defend our Master Mariners title," explained Klaus, a shipping executive and current rear commodore of the St. Francis YC. "But it will be hard to top last year — we won by every measure!"

A fixture on the Bay since the mid-'50s, *Brigadoon* has a long and colorful history (look for a *Boat of the Month* feature on her soon). Launched in 1924 as *Joann*, she was L. Francis Herreshoff's first design. Among her previous owners were actor Sterling Hayden and the rock group Quicksilver Messenger Service; Klaus bought her 20 years ago. "She was getting 'iron rot' around the keel bolts, so it was time to bite the bullet and basically rebuild the bottom of the boat. We've peeled off a bunch of planks to get inside, and then replaced the floors and sistered all the frames," said Terry. "It's been a ton of work, and I had lots of help. I'd like to thank all my friends, as well as the professionals at Sanford-Wood."

Maybe we're getting sentimental in our old age, but to us these guys seem to personify all that is good about our sport. Many of them are pals since high school, some are related through marriage, others are business associates. . . and all have been brought together by their love of sailing and, in particular, this lovely 70-year-old boat. "With this refit, *Brigadoon* will probably outlast us all," laughed a crewmember.

**Berkeley Marine Center** (Berkeley) — "This all started innocently enough," laughed Rod Rewoldt (right) about the restoration of his mid-'70s Svendsen's-built Pacific 30. "I bought her four years ago, my first boat. One day I finally got around to doing what was going to be a basic bottom job. It was like opening a can of worms, and one thing just led to another. . ."

Six months later — after a total keel, hull and interior renovation — *Katana* (Japanese for 'samurai sword') is finally about to sail again. "I've been saying we'll be done 'next week' for several months now — but this time I mean it. I'm finally starting to see a faint glow at the end of the tunnel," said Rod, a professional brewer/refrigeration expert. "And looking on the bright side, I'm now an expert on WEST system and blister repair, and I made a bunch of good friends over the eternity we've been hauled out here. The project also brought me closer to my dad — I couldn't have done this without him."

Interestingly, Rewoldt's father Carl is a complete sailing rookie. "He's a retired Navy man and former recreational powerboater," explained Rod. "but he's literally never been sailing in his life. Now, he's reading lots of books about it and getting all psyched up. He can't wait to get out on the Bay, and I can't wait to start teaching him how to sail. This promises to be a great summer!"



# BAY AREA BOATYARDS —



**Svendsen's Boat Works (Alameda)** — "I picked up *Slugan* three weeks ago at a City of Berkeley auction," said Barbara Ohler of her recently acquired 1962 Swedish-built Nordic Folkboat. "There were 12 other boats at the lien sale, but this was the only one for me. It's a classic design, and I'm thrilled to own one. It's going to live on 'Folkboat Row' in Fortman Marina — we'll be the sixth Folkboat residing there!"

Though she's only been sailing a few years, Barbara has obviously fallen in with the right people, such as Warren Sankey (above, posing as a dentist). Sankey, a longtime sailor who owns the custom Rhodes 50 *Rowena*, and a pair of 5.5 Meters, was helping Barbara repair *Slugan's* false stem fitting. "The bow of the boat was all chewed up," said Barbara, who sells door hardware for a living. "I imagine it's bashed the dock a bunch of times!"

The duo was also painting *Slugan's* bottom and reinforcing the rudder, which was splitting. "We're just gluing it back together and putting a stainless steel strap over it for now," she said. "Next year, I'll probably have to replace it. . . . Someday, I hope to race with the Folkboat fleet, but I better learn how to sail the boat first!"



**San Francisco Boat Works (San Francisco)** —

"We'll title this shot 'rich boatowner with pedigree dog oversees work by poor starving boat maintenance worker!'" we laughed upon seeing our friends Hal McCormack (left, in spacesuit) and Bruce Block standing next to Bruce's '78 *Islander 36 Blockbuster*. "Hardly!" responded Bruce, a stockbroker. "It's actually the other way around, especially after Hal empties my wallet for all this. Normally, I'd do it myself, but this year I'm way too busy. Anyway, I'm saving up my energy for winning our one design class this summer — this is going to be our year!"

*Blockbuster* was out of the water for the weekend, receiving its annual bottom job, topsides wax and some work on the propeller shaft. "It's mainly routine stuff," explained Bruce. "But we're keeping an eye on the shaft and the rudder for electrolysis problems. San Francisco YC, where we keep the boat, is a pretty 'hot' harbor."

Bo, Bruce's pretty golden retriever, enjoys sailing but hates the engine. "The vibration drives him nuts — he's a sailing purist!" claimed Bruce proudly. "He's strictly a cruiser, though. He just gets in the way when we race, and doesn't like hearing the guns."

# A DAY IN THE LIFE



**Mariner Boat Yard at Grand Marina (Alameda)** — "We're outta here by the end of summer," said Ward Morgan, a retired mechanical engineer. "The plan is to be in Seattle by September, and spend the winter up there. Then we'll head to Alaska next summer — I've always wanted to cruise up there! Maybe we'll do the '97 Baja Ha-Ha after that, who knows? It's on the way to the East Coast, where our kids are and where we'll ultimately end up."

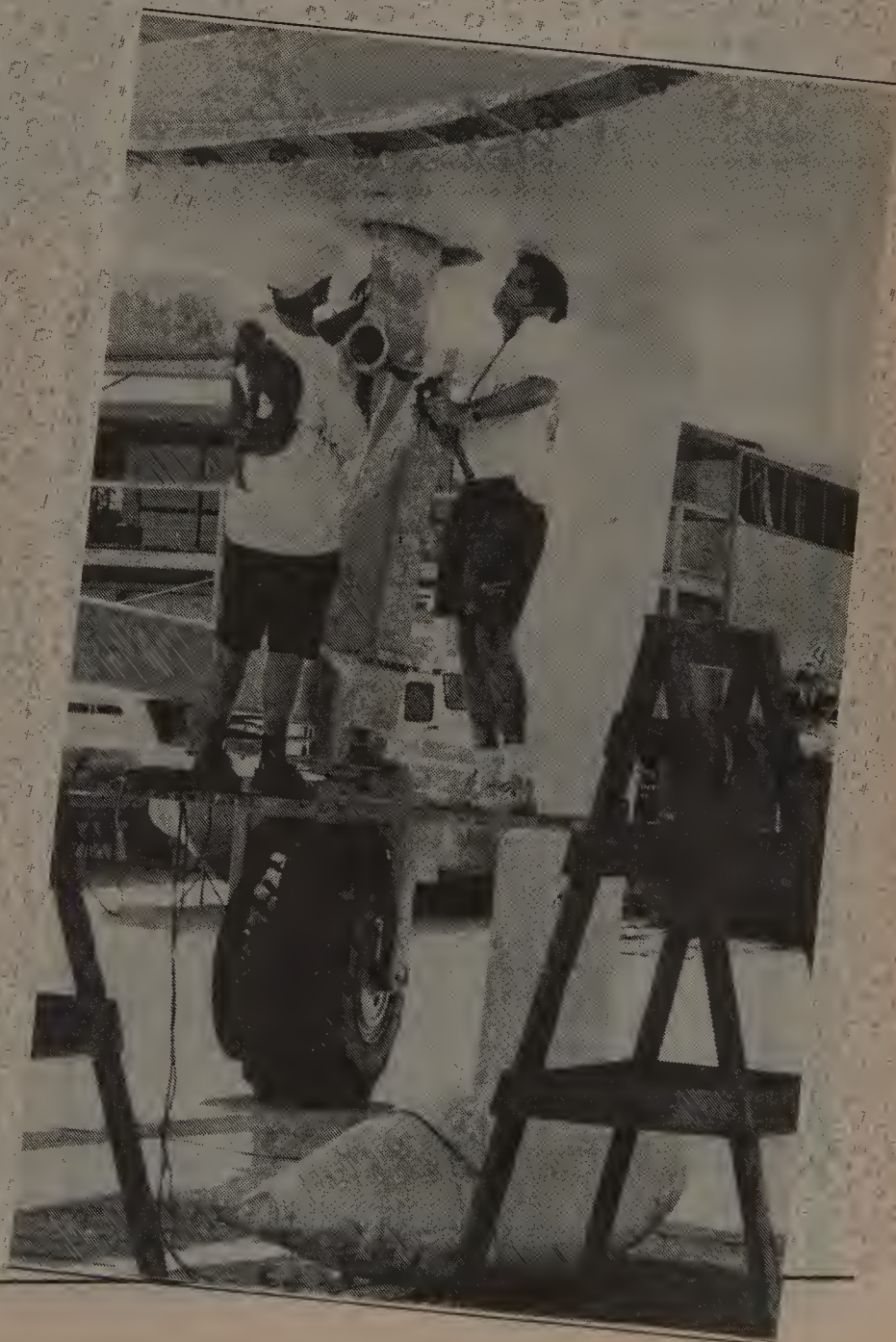
Ward and wife Audrey, who did the Mexico-Hawaii circuit in the mid-'70s on a wooden 40-footer, are looking forward to their impending open-ended adventure. They bought their ferro-cement Valeo 55 ketch *Desiderata* as a 'kit boat' in the early '80s, and have been living — and working — on it ever since. Though the outside of the 52-ton craft looks a tad industrial, the interior is beautifully finished in mahogany and offers all the amenities of modern life. "We've given up our berth at Oyster Point," said Audrey. "and have no idea where we'll go after this. But the great thing is, wherever we go, we're still home!"

*Desiderata* was in the yard for about six weeks getting a complete bottom and topsides job. "It's been eight years since we hauled out, a bit on the long side," admitted Ward. "With cement boats, it's really important to keep the underlying wires dry."

**Anderson's Boat Yard (Sausalito)** — Boat captain Charles Whitten (right, on cell phone to an East Coast rigger) and Aussie helper Rodney Daniels were getting increasingly frustrated trying to remove the saildrive from the R/P 80 *Morning Glory* when we happened by. "The gears are stripped, and it's completely wrecked. We're sending the whole damned unit back to England," fumed Charles, an Englishman who ran the 'old' 50-foot *Morning Glory* as well. That boat was lying less than 100 feet away, looking like a large and very expensive paperweight outside the yard office.

Launched half a year ago, the current *Morning Glory* — a beautiful blue McConaghy-built ILC 70 — won the Cape Town to Rio Race in her debut last January, knocking 13 hours off the record. Whitten delivered the boat through the Canal, and then sailed it up here from Acapulco after the saildrive crapped out. "It wasn't a bad trip actually," he said. "In fact, we're cruising to Santa Barbara and back next weekend still without a motor — Hasso Plattner, the owner, just feels like going for a sail!"

*Morning Glory* will then return to Sausalito, where she'll be outfitted with a new Southern Spars carbon rig and possibly a new keel bulb. The boat will depart about July 1 for the Kenwood Cup in Hawaii, where the much-anticipated face-off with *Sayonara* will occur. "There'll be other maxis over there, but realistically it should come down to us and them," figured Charles.

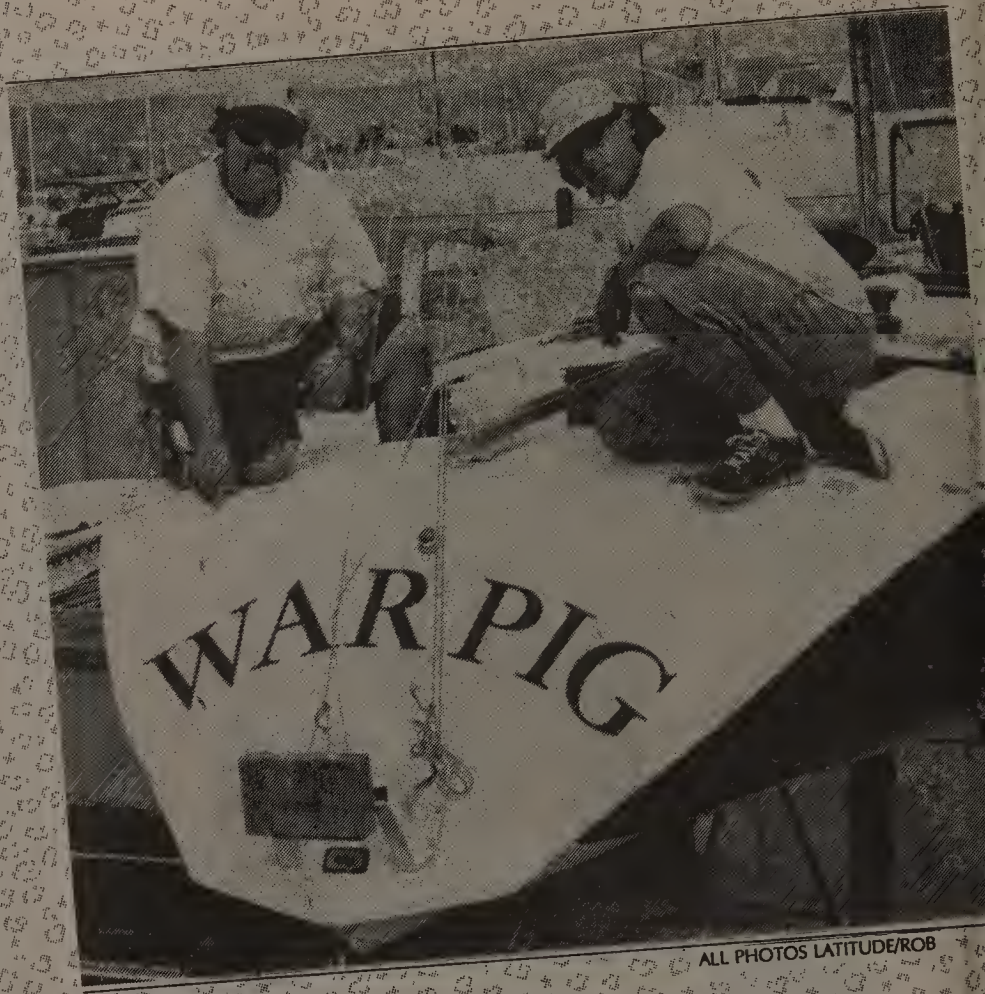


# BAY AREA BOATYARDS

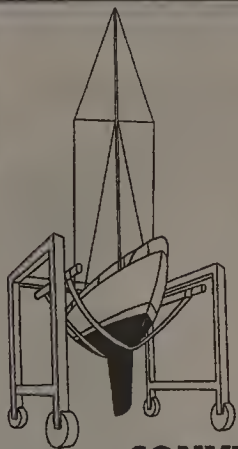
**Nelson's Marine** (Alameda) — What were two 'fast-is-fun' Santa Cruz brothers doing up in Alameda restoring *War Pig*, an aging wooden quarter tonner? "Frankly, we're beginning to ask ourselves the same question!" laughed Mike Egan (right), who runs the O'Neill charter operations in Santa Cruz. "Actually, we're doing it somewhat in memory of our late dad," explained younger brother Mark (left). "We bought the boat as a family project a few years ago. Unfortunately our father died suddenly and never got to really enjoy the boat — so fixing it up is kind of a sentimental thing for us."

Their 1975 Kaufman-designed 27-footer began life as *Insatiable*, the boat that Commodore Tompkins campaigned back in the 'dark ages'. The brothers are restoring *War Pig* (named after a Black Sabbath song) from top-to-bottom, and simplifying the deck layout with an eye towards doublehanded. Look for the refurbished 'Pig' — soon to be painted white — to return to the race course in the fall. "We'll be there for the Jazz Cup, one of our favorite events," claimed Mark, who installs electronics for Johnson-Hicks.

Not far away in Alameda, sailmaker Kyle Thomas was doing a major deck refit on his *Summertime Dream* and rigger Glenn Hansen was puttering around on his *Magic Bus*. Could this be the start of another quarter pounder revival? "Don't count on it," said Mike, "But wouldn't that be fun?"



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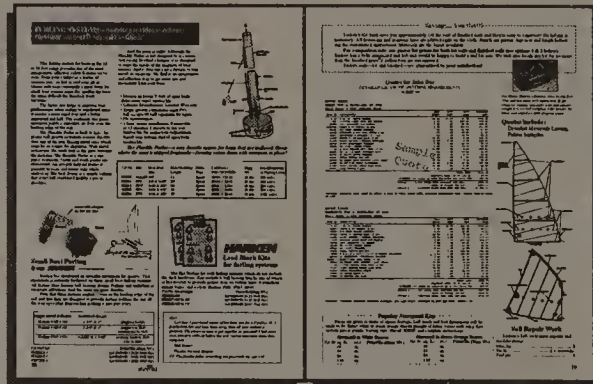
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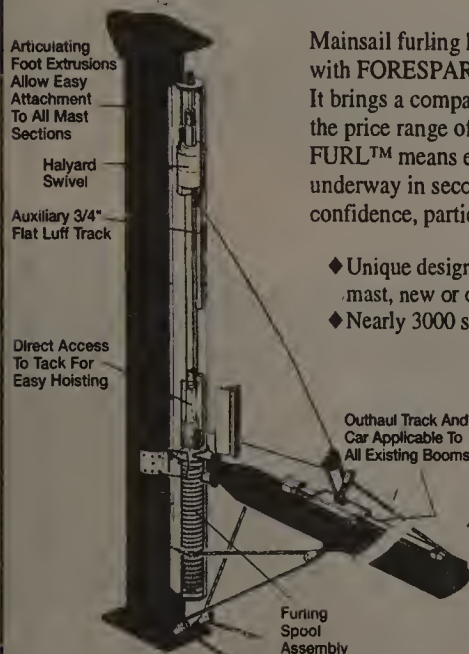
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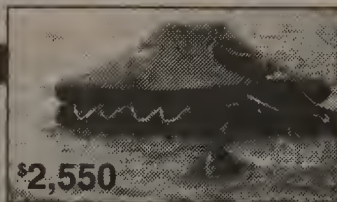
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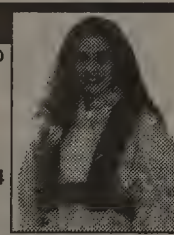
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# SOUTH SEAS PRIMER

No matter how nice the beaches, how hospitable the locals, how fast or slow your pace, there will come a time when you'll want to head for higher latitudes. If not for the cyclones, then maybe for a good dose of civilization and a reminder of what cruising is all about.

days, but the northern end of the front trails behind as the front moves east. So the fronts are effectively moving north as you move south. The farther south you are, the earlier

*We hand steered figuring it was the last gasp of the northeast sea breeze before dark. By oh-dark-thirty it was up to 30 knots. . .*

A handful of cruisers spend the summer in Tonga or Fiji, never straying far from a bolt-hole, but they are playing with the odds as well as enduring the heat and humidity of the wet season. Another option is to head north to the islands near the equator or to Micronesia in the Northern Hemisphere. A few cruisers do this, but most folks look forward to a break from the islands for a while, especially this first season which started early.

For them, New Zealand is the logical destination for a cyclone break, particularly if the plan is to return to Tonga or Fiji. There are only two difficulties: one is getting to New Zealand and back in one piece, and the other is the silly nonsense over NZ's Section 21 safety rules.

## New Zealand

So just how do you get to New Zealand

you will see the front and the more boisterous it will be. So take your licks early, and try like heck not to get pasted near the end of the trip.

As an example, if you think it will take you seven days to make the 1,000-mile trip from Fiji to the Bay of Islands, then depart Fiji maybe a day before New Zealand gets hit by a cold front. You will meet that one en route, hopefully at about 25°S where it has lost most of its punch. With any luck, you will arrive in the Bay of Islands a day before the next front arrives. If you think your trip will take eight or nine days, then anticipate the front's arrival across Kiwiland by an extra day or two.

Having said all that, we now need to point out that it's a nice theory, but it rarely works out that well in practice. The weather around New Zealand is notoriously unpredictable — sometimes one weather front will



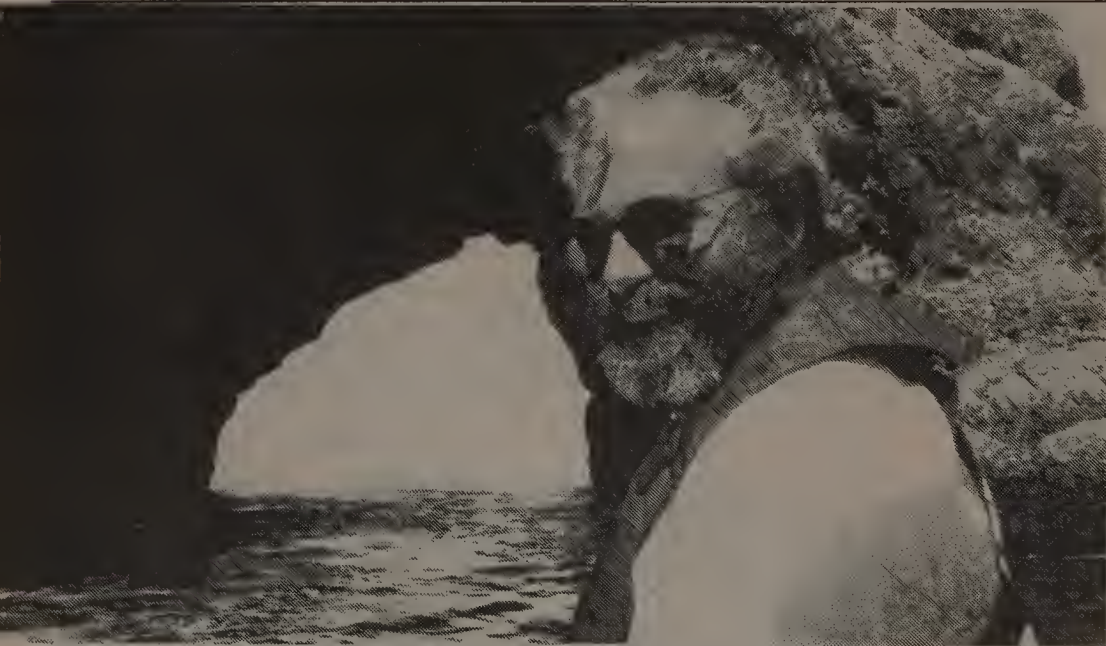
surest thing we can tell you is, good luck.

Don't get fooled into departing on a baby front — a classic fake — only to be nailed by the big one a few days later. Watching the upper-air charts can be a big help, but it can also be a lot like reading tea leaves.

The other thing that sometimes happens around New Zealand is that a high will get blocked and stop dead in its tracks for a week or 10 days. If this happens east of New Zealand, then you would have Northerlies into the country and would be loving life. However, the highs tend to get blocked to the west, which portends strong southerlies for a week or more. This means sailing close-hauled in 20 to 25 knots of wind. Not most people's idea of fun, but it's something you ought to be able to do.

Watch the Aussie weather charts (station AXM) for the weather crossing Australia, and try to get some New Zealand weather off the SSB. We are sad to report that Keri Keri Radio is off the air due to health problems of founder Jon Cullen, but you can get Kiwi forecasts and a sense of what's happening in NZ from Taupo Radio.

There are three ports of entry into the northern part of New Zealand: Opua in the Bay of Islands, Whangarei and Auckland. Opua is the farthest north and most popular, but Auckland has the advantage of no check-in fees. Both Opua and Whangarei charge for clearance, for the use of the dock and for



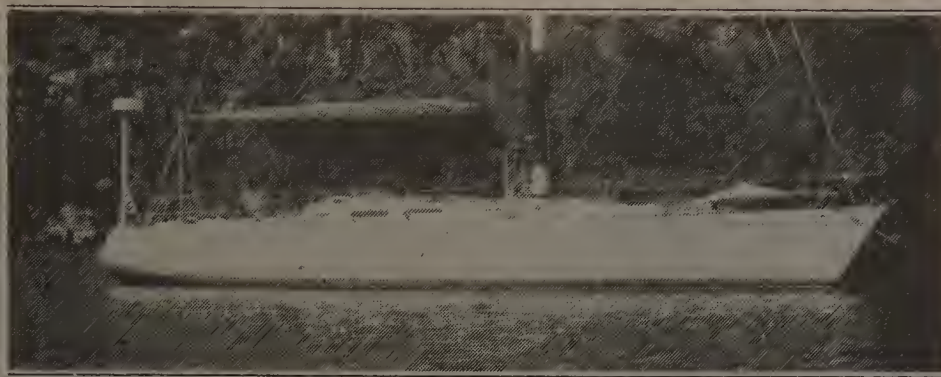
JIM AND SUE CORENMAN

without getting pasted? Good question, and the short answer is that you can't. But a worthy goal is to try to avoid getting pasted twice.

The problem is that the weather fronts cross New Zealand every seven or eight

*The author checks out the famous arch near Cape Brett that marks the entrance to the Bay of Islands.*

follow another in five days; sometimes two weeks. But if you catch a stable pattern, it works like a charm. Other than that, the



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*Spread, New Zealand's Bay of Islands is a world-class cruising area. Inset, 'Heart of Gold'.*

disposal of all the stuff that MAF (the ministry of Agriculture and Fisheries) will take away from you.

Getting checked into the country is pretty straightforward, but customs is definitely more rigorous than in most of the islands. A visa is not required for New Zealand, but getting a multiple-entry visa before you go will save standing in some long lines trying to get an extension for the three months granted on entry. Most airlines will also require a visa in advance before returning you to New Zealand on the second half of your round-trip ticket. . . . Without a visa, you have to show proof of onward travel, and the airlines just don't seem to understand that it is possible to leave an island by sailboat.

The tribulations of getting through the 'ag' inspection are well known. The no-no list includes fresh fruit and veggies of any sort — including popcorn. Also meat, most dairy products, honey and pretty much anything else except canned products from New Zealand or the U.S., and fresh or frozen ocean fish. Home-canned food is not allowed no matter what. The best way to expedite the inspection is it have everything organized, tidy and easily accessible.

Cats and dogs are of course a special problem in New Zealand. The country is

rabies-free, and they don't put much stock in the fancy new vaccines, so if you have a pet aboard, then your style will be severely cramped. You can keep the animal aboard if you agree to the terms of quarantine, which mandate that you stay at anchor or a mooring. Docks are off limits. You will also have



*Dinghy wheels. Bring dinghy wheels to the South Pacific.*

JIM AND SUE CORENMAN

to pay for the costs of a weekly inspection by an MAF officer. In town. This amounts to the better part of \$1,000 a month, which can be shared among multiple cruising boats. If you cruise to other spots, you would need to fly the MAF officer to each at additional expense. The sad truth of the matter is, if you want to enjoy cruising New Zealand, leave Muffy at home.

New Zealand is a wonderful country for sailors. The first place you are likely to see, the Bay of Islands, is a world-class cruising area, and lots of people stop right there. But if you yearn for the bright lights of town, you will need to look elsewhere.

Whangarei is much more metropolitan and usually has a large number of fore-and-aft pile moorings in the town basin that are available for foreign boats. You can get pretty much anything you want in Whangarei, and there is an excellent haulout yard at Docklands Five. The only 'problem' is that the immediate cruising area is not very scenic, and doesn't lend itself to daysailing or local cruising.

A few cruisers wander south to Tauranga on the Bay of Plenty, or Nelson in the Marlborough Sounds (north end of the South Island). These areas are all small-town environments. You can hang out pretty cheaply, and getting around without a car is not a problem.

Our favorite area was Auckland — all the bright lights of a big city located right in the middle of a fabulous cruising area, the Hauraki Gulf. There are plenty of slips available at either Westhaven Marina in Auckland proper, or in outlying areas such as Gulf Harbor and Westpark. Gulf Harbor is a rapidly developing area on the Whangaparaoa Peninsula that's about a 30-minute car ride

# SOUTH SEAS PRIMER

north of town. Westpark is about the same distance west.

Auckland is pretty spread out and the public transportation system isn't much, so most cruisers who hang out for the season opt to buy a used car. This may sound extravagant, but there are no transfer taxes on buying and selling cars in New Zealand, so short-term ownership makes a lot more sense than it does in California. Shop carefully and stick to the more popular cars; they cost more initially but are easier to sell at season's end. There are lots of places to buy, but a worthwhile first stop for cruisers is to visit one or more of the weekend 'car fairs'.

There are plenty of boat services of all descriptions available in New Zealand, although with the current exchange rate things aren't the bargain that they were a few years ago. We also need to point out that there are just as many flakes in the business in NZ as anywhere else, so it pays to check around carefully. One shop that we can recommend without hesitation is Quality Stainless in Auckland. They do first-rate stainless work (including stainless icebox liners with integral cold plates) and an excellent job of servicing marine refrigeration.

New Zealand offers some wonderful cruising, so it's a real mistake to just hang out in



JIM AND SUE CORENMAN

*Sue drives 'Goldie' south. Getting to Kiwiland can be heaven or hell, depending on how well you plan things.*

a marina waiting for the end of cyclone season. The definitive cruising guide is put out by the Royal Akarana YC, and is available on most in-country boating shelves. Special areas, starting in the north, include the Bay of Islands, Kawau Island, Great Barrier



*Sydney's skyline emerges from under the spinnaker. Inset, fun with boats in Sydney Harbor.*

Island, the Coromandel Peninsula and the islands in the Hauraki Gulf.

South of Auckland, it takes some hard sailing to get past East Cape. Many Kiwis headed for Cook Strait (between North and South Islands) prefer to sail around North Cape to the west coast before heading south. Cook Strait has a well-deserved nasty reputation, as it almost always seems to be blowing a gale there, either from the east or west. The only other wind/sea state is dead calm. That's how we caught it.

Fjordland is a magical place, but is near the south end of South Island and more than a bit challenging to get to. For the adventurous, it does work in nicely with a trip to Stewart Island. Approaching the latter from the west is a lot easier than fighting the westerlies from the east side.

There is also a lot of land-touring to be done in New Zealand. If you've opted to buy a car, so much the better. Rental cars and RVs — known locally as 'caravans' — are readily available but a bit pricey. The intercity trains are another good option. Motels and B&Bs are quite reasonably priced by U.S. standards, and nearly all hotel

rooms come with breakfast or a kitchenette.

## Leaving New Zealand

Departing New Zealand for the islands is an easier proposition than getting there, as the area of worst weather comes at the beginning of the trip, when the forecasts are fresh. The cyclone season officially ends at the end of April, but the tropical weather can still be pretty unstable — delaying an extra week won't hurt a bit. A cyclone during May is unlikely but possible, and if you believe the Met Service, the odds of a May cyclone are steadily increasing. Could be global warming, but even a moderate depression can pack a lot of wind at 25° or 30° south.

Remember that the relationship between isobars, wind and latitude, and a depression in the tropics that looks pretty benign on the weather charts — at least compared to the monsters in the Southern Ocean — can still be real trouble. Harry on *Whalesong*, a long-time South Pacific weather guru, thinks that



JIM AND SUE CORENMAN

marans, short boats and long, full keels and fins — pretty much a cross section of who was out there.

What about the weather forecasts? The

two or three 500-mile hops. Chesterfield Reef, on the east side behind Anchorage Inlet, is a popular stopping point, and Huron Island, north of New Caledonia, is a beautiful stop for those coming from Vanuatu. Both of these places belong to the French, and keep in mind that Huron is seriously off-

*Take some time to learn something about weather forecasting. Then hope for the best and go like hell.*

earliest signs of the Saturday storm didn't come until late Wednesday, and the message didn't really get out until Thursday or Friday. There was a pretty deep upper-level trough that turned out to be the trigger, but it's not the nature of weather services to say things like, "Increased possibility of cyclonic development toward the end of the week." Unfortunately, that's the best thing that could have been said, even without the power of that 20-20 hindsight.

So take the time to learn something about weather forecasting, watch the fax charts and pay attention to what happens to the upper levels, as it is the key to most of the ugly surface weather. Then hope for the best and go like hell.

### Australia

The other option for a Cyclone Break is Australia, which has some definite advantages over New Zealand. The weather en route is generally much better, as you will be in the trades for the whole trip. You will also be far enough west that you will miss the worst of the Tasman cold fronts. They can't make it across the Aussie Outback, but move east and north from the bottom of Australia.

There are also some really nice reef anchorages to stop at along the way, so with decent weather you can break the trip into

limits as a marine preserve. So no big game hunting.

Any of these small, uninhabited reef islands are fragile environments, so if you do stop, remember that — ecologically speaking — you don't belong there. Try very hard to leave no trace of your passing. These places are so pristine that we feel bad about even leaving footprints.

The one aspect of Australian coastal sailing that isn't so nice is the thunderstorm activity. They're an East Coast phenomenon that occurs when warm continental air meets a cold front at the water's edge. Things can get black and ugly real fast, so avoid them if you can. In that vein, our recommendation is to make landfall in Bundaberg or Brisbane before heading south if that is your plan. Not that there aren't thunderstorms in Brisbane — there are plenty — but once you've landed on the coast and checked in with customs, then you have the option of holing up and waiting for settled weather.

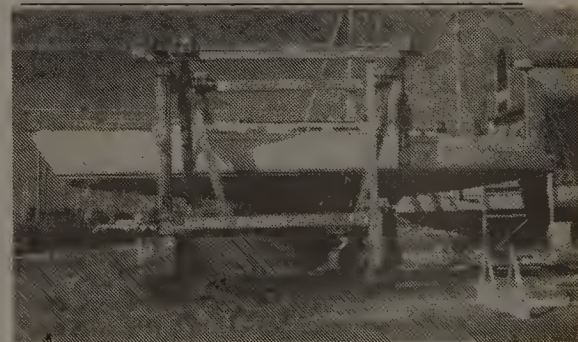
Both Bundaberg and Brisbane are popular check-in points, and the drill is pretty much the same as in New Zealand. There is a charge for the Ag inspection, a flat rate of

most folks depart New Zealand too soon. He advises waiting until June. Like much good advice, few people heed it because, by May, it's getting pretty darn cold in New Zealand. And the tropical isles of the South Pacific look awfully attractive.

No discussion of a passage from New Zealand to the islands would be complete without some retrospective on the Queen's Birthday storm of June 4, 1994. Lots of blame has been placed on the Met Service, the sailors, the boats, the organizers of the Tonga Regatta and just about everyone else except God. Which is ironic because it was clearly His doing. (Unless you subscribe to Diviana's theory of Etherians from the Seventh Realm.)

That storm was a cold, extra-tropical cyclone, which is different than a heat-driven tropical cyclone. For those caught in the middle of it, of course that difference is moot. Plus it occurred a full month after the official end of the tropical cyclone season. So another thing you can't blame is the timing.

Neither is there comfort to be found in the types of boats lost, no matter what your prejudices. Losses included monohulls and cata-



Above, boatyard facilities are good, if pricey, in New Zealand. Left, some of the best exploring to be done in NZ or Oz is away from the water.

about \$65NZ (\$50US) unless things get really out of hand. The Ag inspection in Australia is a bit more rigorous than in NZ. Don't get upset when the inspector asks to look in all of your cupboards. He isn't picking on you; that's just the way the

# SOUTH SEAS PRIMER

inspections go. Just smile, ask lots of questions about Australia and you'll get along like gangbusters.

And don't forget your visa. It's not just a matter of convenience or avoiding long lines in Oz — you can't get into the country without one. A visa can be obtained in two or

Brisbane proper, and there is a good, though small, marina at Dockside. But most cruisers just find a slip in Manly Harbor, just south of the entrance to the Brisbane River. There are

*Try very hard to leave no trace of your passing. These places are so pristine we feel bad about even leaving footprints.*

three days from any Australian consulate, but a one-year visa starts upon issue, not entry. So in this case, don't plan too far ahead.

Bundaberg is a sugar town and home of Bundy Rum. It's really a neat place. Heading south to Brisbane means either sailing around Breaksea Spit, every bit as attractive as its name, or winding through the Great Sandy Straits inside Fraser Island. Depths are not a problem in the strait, even for our 8½ feet, but the sandflies are definitely something to be reckoned with. These are the dreaded biting no-see-ums of Marquesan fame, 6,000 miles late. Since they go right through the screens, chemical warfare is the only answer. Don't forget to restock when the Ag folks take away all your non-Aussie-approved bug spray.

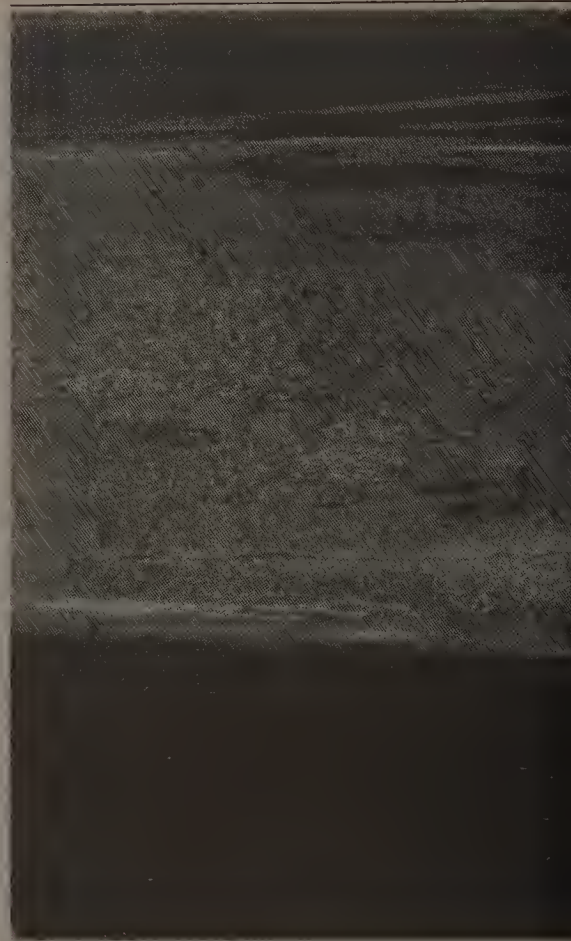
Brisbane is a major cruiser hangout. This year, it was jammed with overseas boats, probably a result of many cruisers boycotting New Zealand over the Section 21 fiasco (see sidebar). A few folks head up the river to

quite a number of marinas there, the most popular being the Royal Queensland Yacht Squadron.

When we were there, there were too many foreign yachties to suit us. Besides, we wanted to meet more of the locals. So we headed south to Mooloolaba, a great little resort town with a couple of nice harbors. Next stop was Coff's Harbor, also a jewel, then another overnight hop to Broken Bay, which is just north of Sydney Harbor.

This last was a particularly memorable sail. The forecast was north 10-15, we set the spinnaker in about 8 knots of wind as we left Coff's. It was a lovely sail, and by mid-afternoon the wind was up to 20 knots true. We changed to the 1.5-oz. spinnaker, having the time of our lives staying ahead of an Iain Murray 45-footer that was headed to Sydney for the Hobart Race. By dusk it was blowing 25 and we hand-steered figuring it was the last gasp of the northeast sea breeze before dark.

By 'oh-dark-thirty' it was up to 30 knots.



We socked the kite and carried on under main alone as it built to 40+ knots overnight. The forecast for 10-15 never changed.

When we got to Broken Bay, we finally got what we were looking for, a beautiful countryside, mostly national park, with small inlets and bays everywhere. There were lots of goofy birds and only a handful of Yanks. (We have nothing against Yanks, you understand. It's just that we see plenty of them.)

## SECTION 21

We really wish New Zealand had never started this business of writing their own safety regulations, because it puts the government in the unattractive position of whining about their visitors, and it puts cruisers in the silly position of arguing against maritime safety.

What Section 21 says is that no vessel, New Zealand or foreign-registered, can depart the country for a foreign port without meeting certain minimum requirements set down by the Director of the Maritime Safety Authority. That all sounds simple enough, but there are a few problems.

The first problem is that there is no international agreement on what the safety requirements for private yachts ought to be. There is such an agreement for commercial shipping, the SOLAS requirements, but they are inappropriate for small vessels. So the New Zealand 'minimum requirements' is a

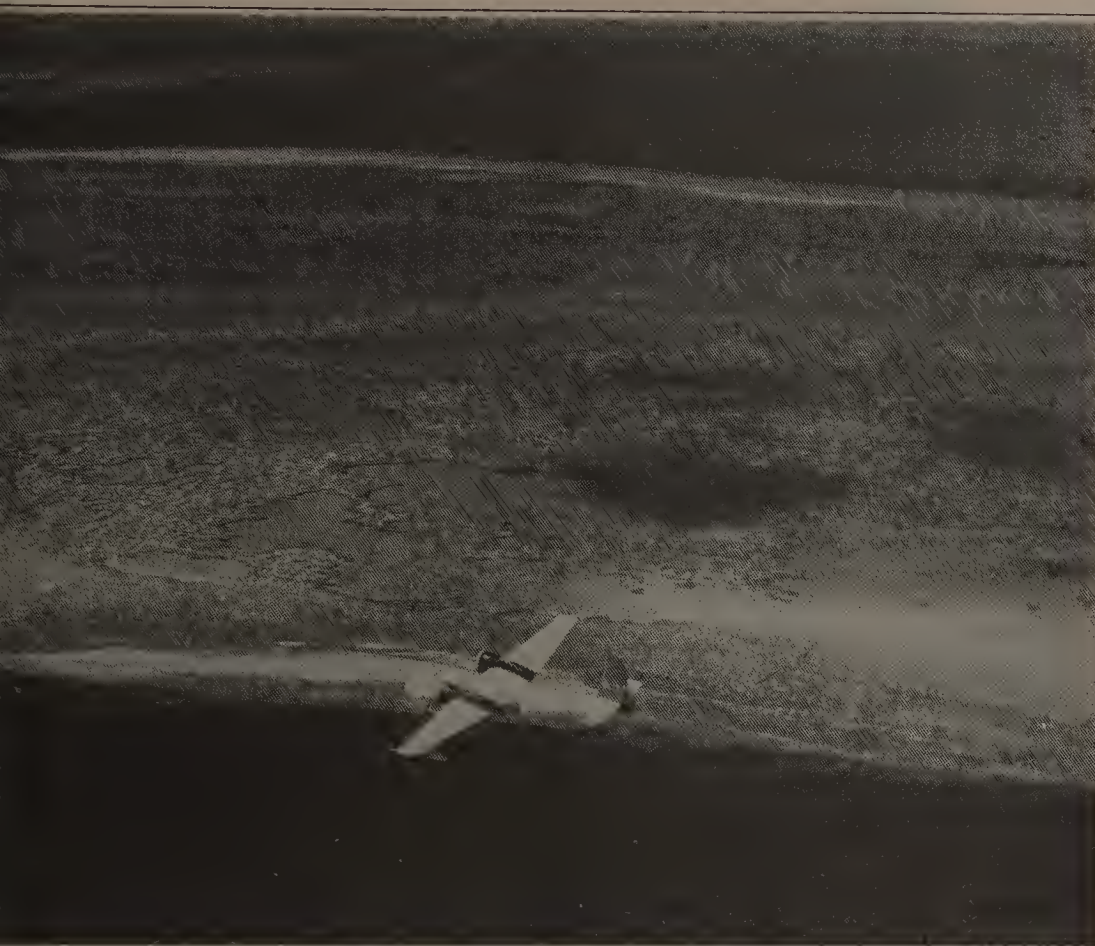
list of their own making — although, to be fair, it is based on the ORC Category-1 regulations for offshore racing. When we race, we agree to those regs, but the last time I checked, that was a voluntary activity. Very few cruisers voluntarily subscribe to the ORC requirements.

Any visitor to another country is bound by that country's laws. But that is not the issue here, because Section 21 only applies when departing New Zealand, not when sailing in her waters. The irony is that New Zealand has no regulations at all for sailing in her coastal waters. No lifejackets, no flares, no nothing. The same Maritime Safety Authority that is behind Section 21 reviewed this issue and decided that "safety cannot be legislated."

New Zealand's requirement list was also written without regard to any other country's national requirements. There are no conflicts

with U.S. requirements, which are minimal, but some European vessels are prohibited from carrying a 121/243 EPIRB because of the high false-alarm rate. Those sailors face the option of spending \$2,000 in New Zealand for a 406 EPIRB, or buying a \$200 unit that violates their own country's laws.

New Zealand's justification for Section 21 is the cost associated with providing search and rescue for the sea area that they have agreed to. In fact, New Zealand maintains no offshore rescue service, and relies on foreign commercial shipping to provide whatever rescue is required. They do fly air searches with three P-3 Orions that perform a variety of tasks including fisheries patrol, but it is rare for those aircraft to exceed their budgeted flight time. If New Zealand feels their area of responsibility is inappropriately large, perhaps they should approach the International Maritime Organization for a change.



*The only living thing visible from space? Australia's Great Barrier Reef.*

There are lots of good spots to anchor, but empty moorings are everywhere, at least until the summer Christmas Holidays.

The rule in Australia regarding moorings is simple: if it's empty, take it. If the owner comes around, take another. Almost nobody

No country has the right to force its laws upon citizens of another country in international waters, and to force requirements upon foreign vessels only when they are departing for international waters amounts to the same thing.

Whether it makes sense to boycott New Zealand over this issue is a tough question. It's easy for those who have already visited New Zealand to say "stay away", but a large part of cruising is freedom from other people telling you what to do. I know we would have a hard time passing New Zealand by, although we don't think anyone should call their Pacific cruise complete without spending some time in Australia as well.

As one of the greatest countries for sailors in the world, we can only hope the Kiwis will come to their senses soon, do away with Section 21, and we can all stop worrying about this.

gets uptight, and those that do are easy to identify: they paint all sorts of threats on their mooring floats. There are also a number of Park Service moorings, for which there is no charge but a 24-hour limit, which we interpreted to mean 'per mooring'. Most of the moorings seem to be in good shape, but you never know for sure.

Australia is a fascinating country, and we barely have space here to scratch the surface. It is as big as the states, yet has a population of only 18 million — the same as New York. It is much less sailing-oriented than New Zealand, however, and the facilities for visiting yachts around Sydney leave a bit to be desired. Queensland sees a lot of visiting yachts and is better equipped, but it gets pretty warm and humid up there during the summertime.

Sydney — where *Heart of Gold* has been lying as this series was written — has been fascinating. There are more things going on than you will ever have time for. The public transportation there and in most other large cities in Australia has been well thought out and you can actually get where you want to go on a bus, ferry or a train. Most grocery stores deliver, as do many other businesses, so not having a car is not the hardship that it can be in New Zealand.

Finding a marina — or even a good anchorage — in Sydney harbor can be a challenge. Most of the marinas you see are

attached to yacht clubs and don't have much room for visiting yachts. There are two private marinas run by d'Albora (an outfit similar to Almar in California) — one in Rushcutter's Bay and the other in Middle Harbor — as well as Cammeray Marina in Middle Harbor. All have room for visiting yachts, but are expensive even by U.S. standards. The anchorages are limited by the numerous mooring buoys scattered chockablock throughout most of the area. Ball's Head Bay, one of few anchorages in Sydney that is reserved exclusively for visiting yachts, can be found with a little bit of exploring.

Australia is a great country for land touring. In fact, you can only see a small fraction of it poking around the edges. Melbourne and Adelaide are great cities by any standard, and for wine lovers, the Barossa and Hunter Valleys are a New Jerusalem.

The beaches in Australia are marvelous, stretching for miles. Not so the backdrops. In the popular places, like Surfer's Paradise, high-rise vacation apartments reminiscent of Miami Beach dominate the skyline.

It was on the west coast that we found the really fabulous beaches. Miles of unbroken white sand, very few people, hot and dry in the morning with a light offshore breeze. The seabreeze picks up in the afternoon, dropping the temperature to a comfortable 80. This was in late February — the height of summer in the southern latitudes and months before Fremantle's famous 'Doctor' will blow you right back up into the parking lot.

If you do make the side trip to Perth and Fremantle, check into taking the Indian Pacific train in at least one direction. It is one



*It's often worth the extra time to find small marinas away from the hustle and bustle of the main ports.*

of the world's great trains, and cuts right across the Outback where there's not even a road for company. Nowhere else in the world are you likely to get a look at so many unbroken miles of empty countryside — at least not without sitting for several weeks on

# SOUTH SEAS PRIMER — PART IV

the back of a camel.

But back to sailing. The east coast of Australia stretches from 10°S at Cape York to 40°S at the south end. That's a lot of coast with changes in climate similar to sailing from Mexico to Alaska. Save the northern part for wintertime, as that will be the dry season in the tropics as well as the off-season for some of the less benevolent creatures like the Box Jellyfish.

There are two definitive cruising guides to this coast, both by Alan Lucas: *Cruising the Coral Coast* and *Cruising the New South Wales Coast*. You can purchase them at any chandlery, which we recommend doing at your first stop.

Except for Broken Bay, there are not many opportunities for gunkholing along the coast until you get down to Tasmania. That means crossing Bass Strait. Fortunately, it's only 250 miles from shelter to shelter so even a short weather window will do. The folks doing the Sydney-Hobart get beat up more often than not, but they pick their departure date from a calendar. Don't you do that. Tasmania gets few visitors, and everyone who makes it down there raves about the cruising.



JIM AND SUE CORENMAN

*Off Australia, sharks are more than happy to remind anglers how the food chain works.*

## Last Thoughts

We recently had another lesson on the proper use of the English language from an Aussie friend. We were riding the train from Perth back across the Outback. The conversation went something like this. . .

"You Yanks," he said. "Always talking about bunches! Bunches of this, bunches of that! 'Bunches' are for grapes, all connected together. The proper word is 'heaps!'"

"Well, what about that bunch of Kangaroos over there?" we said, "Certainly there's not enough to be 'heaps'. Couldn't we call them a 'bunch'?"

"Naw," he said. "Them's a mob!"

There are certainly heaps of cruisers in the Pacific, and quite a few bunches, also. All connected like grapes. There's nothing wrong with cruising in company, and we've made a number of lifelong friends that way.

But in places where there's an opportunity to get to know the local people, like the outer islands of Fiji or even New Zealand and Australia, leave the bunch behind and do some sailing on your own. It's a lot of fun to get together with other cruisers and swap stories — in fact, it's hard to be with other cruisers and not start swapping cruising stories. But as long as a bunch of you sit around talking about sailing, you won't learn a thing about anybody else.

So if you really want to learn something about how other people live, spread out and go places where others cruisers aren't. There will be plenty of time in Musket Cove for drinking beer and visiting with your bunch.

Enjoy!

— jim and sue corenman

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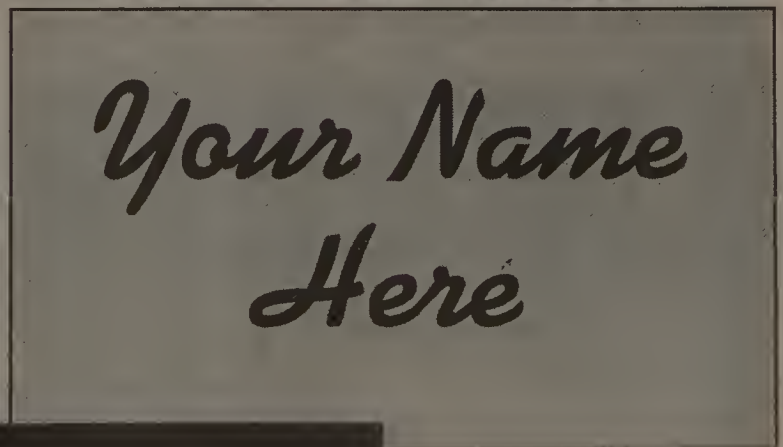
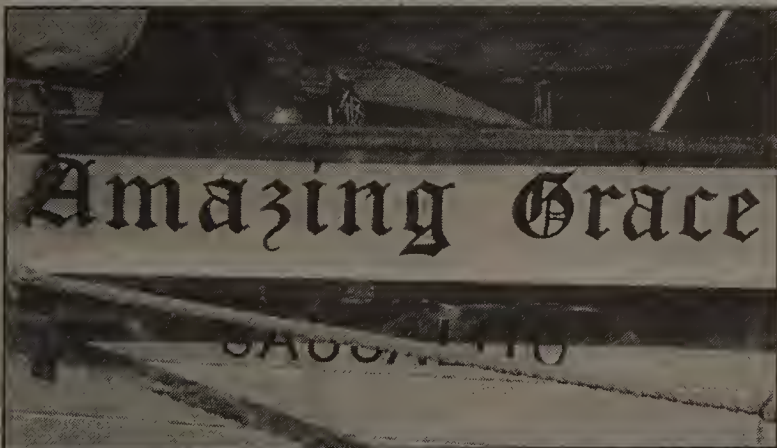
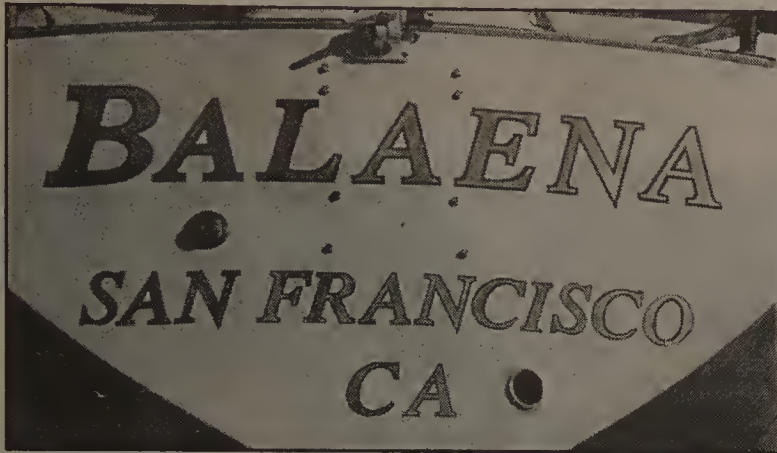


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# MAX EBB

The Friday afternoon traffic was epic, but somehow I managed to make it to the marina just in time — and if I acted fast I could have my boat on the starting line for the Friday Night Race. It was exactly what I needed after a particularly stressful couple of days at the office. Best of all, the wind was up, just like a windy mid-summer evening and then some. This would be the perfect antidote for the long week — and the long winter.

So I raced down to the boat, unlocked it and threw the hatch boards below, then pulled off the sail cover. Removing the sail cover is a job I normally reserve for the most junior crew member or most novice guest — because there's nothing they can do wrong. Because they might actually remember how to put it back on again after the sail, it also gives them something useful to do during clean-up. But today I wanted to advertise the fact that I was here and ready to race, just in case any of my regular crew could see the boat from the parking lot.

Next stop was the yacht club to see who was available.

"Anybody want to race tonight?" I asked a group of people I passed on the way up the gangway. They were carrying lifejackets and foulies, and I thought I recognized a couple of them from some of the post-race parties during the winter.

"Too late!" one of them said. "Already have a ride."

Fortunately there were still some people in the yacht club bar.

"Anybody want to race tonight?"

"There were some folks looking for a boat to sail on a few minutes ago," the bartender informed me. "But they just left."

So I asked the various members and guests sitting at the bar, and got the full array of excuses for my trouble:

"Can't sail 'til my back's better."

"Have to meet some friends who should be here soon."

"And one boat even had their new try-outs bringing trays of sushi for the whole crew," noted the bartender as he wiped a glass with a rag, just for effect. "Yeah, it's usually a buyer's market. But today it's blowing like stink, and everyone needs rail meat — lots of it!"

It was beginning to look as if my battle with rush hour traffic had been in vain. I asked one more person, a clubmember with a boat similar to mine whom I spotted walking towards the stairs to the guest dock with a sail bag. He was mostly a cruiser, but a body on the rail is a body on the rail.

"Crew?"

"Gotta do race committee!" he hailed back. "Can't talk now, we're behind schedule — boat's at the guest dock about ready to pull out."

I checked my watch again — I'd have to be underway in less than 10 minutes to make the start, and in this breeze it would be silly with anything less than a full crew on the rail. Not nearly enough time for a run over to the University sailing club, the usual last resort for warm crew bodies. Even Lee Helm, a naval architecture grad student and sailing club member who usually shows up for Friday night races, was nowhere to be seen.

So there was only one thing to do — join my friend on the RC boat. He could probably use another hand with the anchor in this breeze, not to mention the signal halyards, the gun, the clock, the recall flags, and the line spotting jobs. At least it would get me out on the water, and give me something to talk about back at the bar.

When I caught up with my friend he was already casting off docklines, and it looked like he was planning to it all singlehanded!

*"What did it take to put this together?"*

*"Just an auto parts catalog and a few electronic odds and ends. . ."*

"Didn't bring anything to wear except my work clothes."

"Have tickets for the opera tonight."

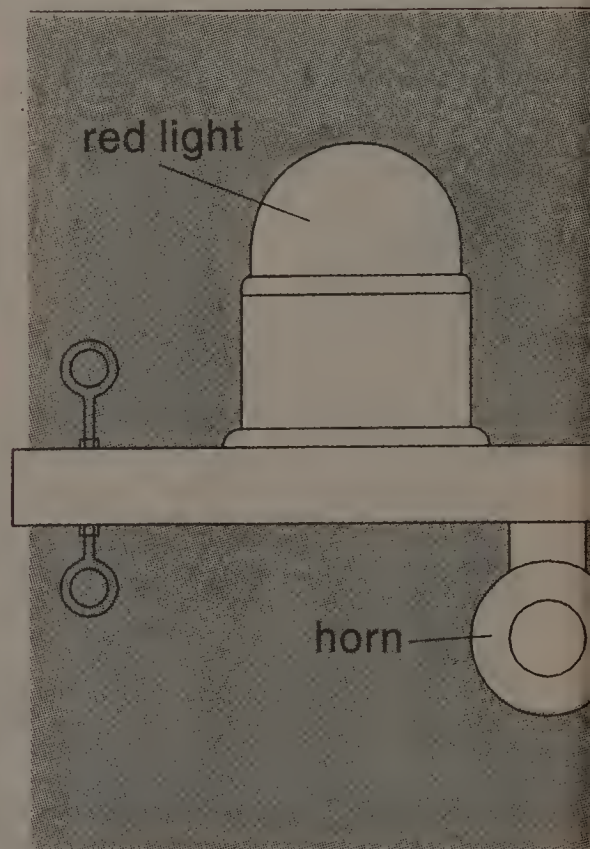
"Left my dog home alone."

"What happened to the big crowd that usually hangs out here looking for rides?" I asked the bartender. "Last year there were plenty of eager bodies almost every Friday — some of the crew even started bringing bags of fancy cookies or brownies to help get on the boat of their choice. . ."

"Need some help on the RC boat?" I asked.

"Not really — there are two of us on board — but you're welcome to come along just the same."

Now, I've done enough committee work to know that even two experienced people have their hands full trying to run a multi-class start. "He'll be glad I'm here," I thought



to myself as I uncled the bow line, pushed off at his signal, and swung aboard as the boat's engine went into forward.

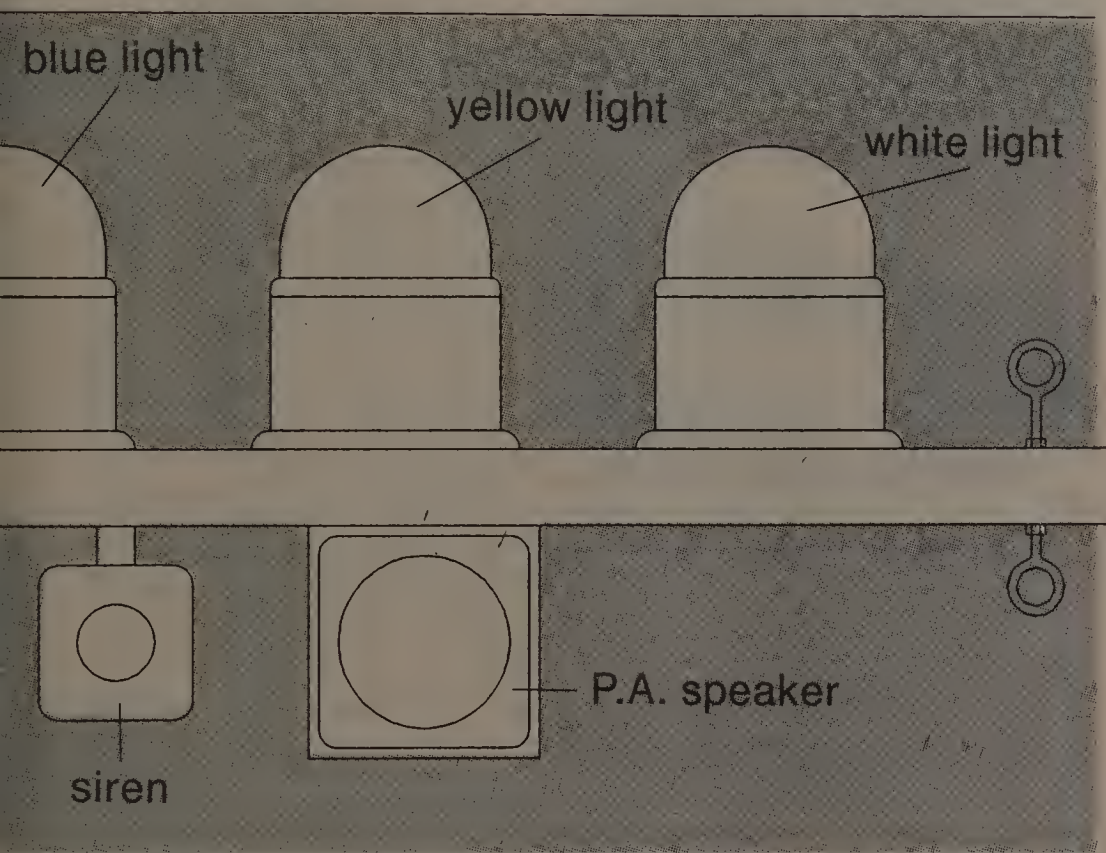
"Take the helm, Max?" asked the skipper. "I've got to get the equipment set up."

I assumed that he had a plan for rigging extra halyards to the spreaders for hoisting shapes, course signals, and recall flags. I've seen a number of clever ways of doing this on boats that are only temporarily used for RC duty, but now that I was stuck on the helm I couldn't make my usual suggestions. He disappeared into the cabin and didn't come back on deck until we were almost at the starting area.

When he did re-appear he was holding one of the strangest and most inappropriate-looking devices I have ever seen on a modern sailboat. It looked like a cross between a traditional running light board — the kind you'd expect to see mounted on the foremast shrouds of an old schooner — and the light bar from the top of a police car. He hooked the main halyard to a bridle that lifted the device, and then led two sail ties from the ends of the contraption around the boom, to serve as downhauls. I stabilized it as he overhauled the main halyard, hoisting the gadget up to position a couple of feet above the main boom, oriented fore and aft.

"Okay, Lee," he shouted down the hatch so that he could be heard over the engine noise. "We're all rigged up topsides, you can

# — LIGHTS, CAMERA, ACTION!



plug in your end."

"Energize!" shouted a voice from deep inside the cabin.

"So that's where you've been hiding out!" I said, but there was far too much noise from the wind and the engine for her to hear me.

I noticed more equipment. There was a cable from the fancy light board to a sort of control panel, set up so that it could be clipped to a lifeline stanchion. It had rocker switches labeled for yellow, blue, white, and red lights, and buttons for a horn and a siren. There was a simple VHF attached to one end of this control panel, and a microphone for the loud hailer on the other. Some buttons were labeled 'start sequence', 'individual recall', 'general recall', and 'postponement'. Two cables led down into the cabin. One I identified as the power cable that Lee had just hooked up. The other appeared to go to a laptop computer, duct-taped to the chart table.

Lee had no time for more than a nod in my direction. She sat down at the chart table and began to type frantically on the laptop's keyboard.

"Let's not forget to set the starting buoy," I suggested.

"Good idea," said the skipper, as he jumped below to fetch the big red spherical fender that we used as the pin end of the line.

For the next few minutes we did the usual procedure for setting a starting line: drop the buoy, decide where to put the RC boat, motor up a few boatlengths, drop the hook, let out scope to drift back to desired position. The result wasn't a perfectly square line, but it was close enough for a Friday night race.

Since our line favored the boat end very slightly, I suggested we tie a fender to the

plained.

Finally, Lee emerged from the cabin.

"Program's all ready to go!" she announced. "Found that last glitch, everything checks out. And, Max. . ." (it was as if she had suddenly noticed for the first time that I was on board) "why aren't you like, racing your own boat tonight?"

"Got here too late to get crew," I said. "and thought you might need some help on the RC boat."

"Actually this can be done singlehanded now that we have the Race Committee Machine," she boasted. "You could have stayed warm and dry with the rest of the dock potatoes if you wanted to."

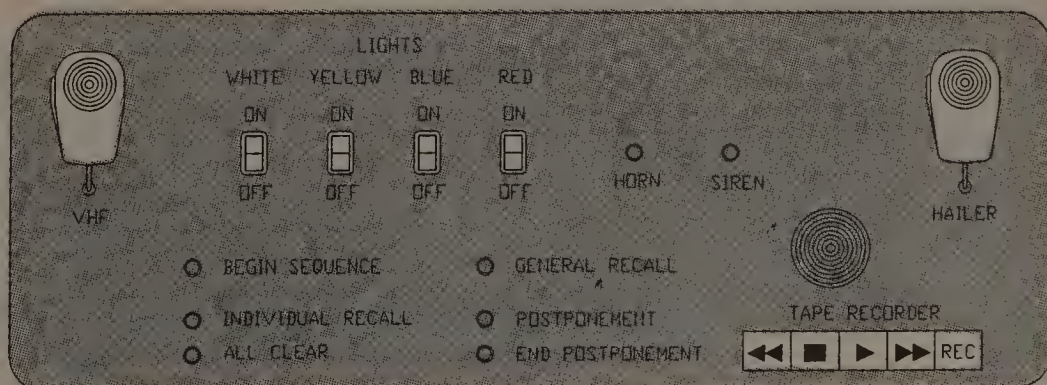
"Is this the first time you're using this contraption?" I asked.

"For sure. All we do is push one button, and then sit back and watch for over-earlies. And like, since now we have an extra set of hands, you can run the video camera."

We still had a couple of minutes to our first signal, so the skipper went down to fetch the video gear. After being shown the on-off switch and the zoom control I was ready to go.

"Remember," said Lee. "The racers don't want to watch footage of other people's boats sailing past the committee boat. Boooooing! All they really want to see is the start, the view right down the line, zoomed out all the way so they don't get seasick watching it. From like, a minute before the start to maybe 30 seconds after. Nothing else gets photographed — unless of course we see a real disaster shaping up, but that's unusual outside of that time interval."

It was almost time for the first warning signal. Lee pressed a button somewhere underneath the control panel and the WWV time signal came out of a hidden speaker. She confirmed that her watch was still well



bitter end of the anchor rode, and make sure the rode was ready to slip in a hurry in case it ended up wrapped around some racer's keel or rudder. "Cheap insurance," I ex-

within a second of the correct time, and I noticed that mine was about 15 seconds fast before she shut off WWV. Then at exactly 18:30 she hit the 'start sequence' button on the panel. Simultaneously the horn on the light board emitted a blast that sounded like

# MAX EBB — LIGHTS, CAMERA, ACTION!

it came from a large truck, and the yellow rotating beacon light started to flash.

"Do the racers know what this light means?" I asked.

"It's in the addendum to the instructions posted at the club," Lee advised. "Which of course means that most of them haven't seen it. But like, what else could a sound blast and a yellow light mean at exactly 6:30?"

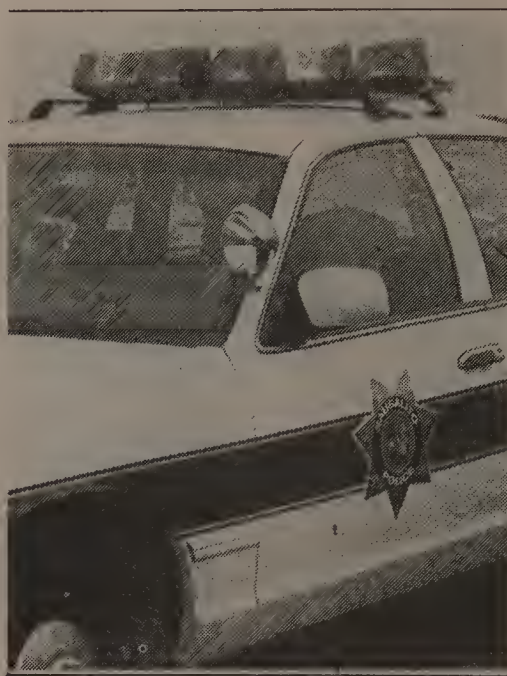
The sequence of lights was a close analog of the more traditional sequence of shapes that it replaced. The yellow shut itself off at 18:34, the blue came on automatically (along with another horn blast) at 18:35, and shut itself off at 18:39. That's when I started shooting video. And the start, signaled by a flashing red and another horn, came on at 18:40 without any opportunity for human error.

"Whoops! Look who's over early!" cried Lee, pressing the 'individual recall' button. There was a siren, and the blue and white lights started to flash. I guessed that this was supposed to be in some way reminiscent of the blue and white 'X' flag that once signaled individual recall, back in the old days. Lee also picked up the microphone to the hailer and called the sail number.

They probably couldn't hear our hail considering the wind and all the noise from flogging sails, so Lee was about to switch to the VHF. But the signal was correctly interpreted by the race boat, and they fell off to return for a re-start. Lee hit the 'All Clear' button to stop the blue and white lights when the early starter was finally back on the pre-start side of the line.

"Pretty cool, huh Max?"

"Takes all the fun out of it!" I said. But I had to admit that as long as the power supply lasted and the computer ran, it reduced



*Many race committee supplies — light bar, radar gun, P.A. system, shotgun, mace — can be obtained cheaply if you know where to look.*

except watch the show.

"What did it take to put this apparatus together?" I asked Lee.

"Just an auto parts catalog and a few electronic odds and ends," she said. "The six-channel, 12-volt control system was the fun part. I couldn't find anything off-the-shelf that met the operational specs, so I had to buy the relays and do it home-brew style. This version needs to get signals from the serial port of a computer — but eventually we'll have the logic built in to the control panel.

Lee went on to describe the gory details, both analog and digital, of the circuitry she had cobbled together. It was all sailing several boatlengths over our heads.

"Is this the first time this system is actually being used?" I asked as I picked up the video camera for the last start. "And do you really trust it to get everything right?"

"For sure," she said. "Nothing can go. . ."

Lee was cut off by both the siren and

bolted down the hatch to get to the keyboard on the laptop. Meanwhile the owner of the boat started to fumble with the VHF, but in his haste to turn up the volume he accidentally switched the channel selector to the wrong frequency.

Meanwhile I put down the camera and grabbed a red boat cushion that was lying in the cockpit.

"Do you have an air horn?" I asked.

"What?" He could hardly hear a thing over the din of the automatic signals gone amok.

"Is there an air horn on the boat?" I yelled into his ear.

He nodded and opened a cockpit locker, abandoning the VHF for the moment.

As soon as I saw that we had the air horn available I solved the problem of the run-away signals the way any good sailor would — with my rigging knife! But my watch said we had only 10 seconds to the start, after making the correction. No, my watch was 15 seconds fast.

Lee popped up out of the hatch, wondering why the noise stopped before she had fixed her software.

"Lee, you've got accurate time on your watch, we need a countdown!" and I showed her the horn in one hand and the red cushion in the other.

"Oh, like, switch to analog!" she shouted, looking down at her watch. "12 seconds! . . . ten. . . five, four, three, two, one. . ."

I hit the horn and waved the red cushion over my head. The last class of the Friday night race fleet crossed the starting line. Amazingly, none of the racers seemed to have been confused by our out-of-sequence lights and sounds.

"Sorry about cutting those wires," I apologized to Lee as she inspected the damage a few minutes later.

"It was like, just a temporary lash-up anyway," she said. "Main thing is that racers didn't seem to have any problem with the new method of signalling."

We picked up the starting buoy and motored back to the yacht club. Fortunately these races finish off the yacht club deck, so we could get back to the bar early.

"How much did all this hardware cost?" I asked Lee.

"Not counting the computer it's about the same as a well-made set of shapes and flags," she said. "Maybe a little more, actually — but like, think of all the money the club will save on race committee beer and sandwiches!"

— max ebb

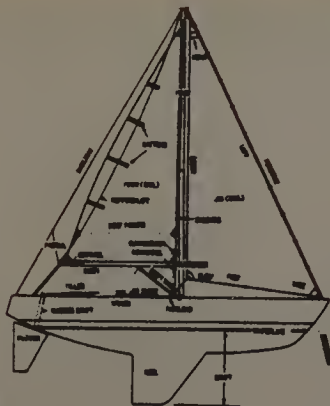
*He was holding one of the most inappropriate-looking devices I have ever seen on a modern sailboat.*

the chances of RC timing errors to a new minimum.

We had time to chat during the next several starts. In these races the small boats start first, so everyone can get back to the bar at about the same time. The larger classes usually involve fewer boats, and tonight they were starting much more conservatively. So there was nothing for us to do

the horn blasting away simultaneously, one minute before the correct time for the last start. The red flasher was off, but the white had come on, then the yellow, then the blue.

"Oh, shit!" cried Lee. "My diagnostic subroutine is still in the program!" and she



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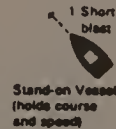
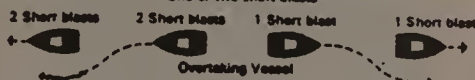
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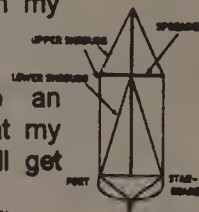


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# WORLD OF

We depart from our regular format this month with a **special firsthand report on Australia's Whitsunday Islands**, followed by miscellaneous **Charter Notes**.

## Land of Bommies and Bullets: Australia's Whitsunday Islands

Located just off the northeast coast of Australia and inside the Great Barrier Reef, the 70 islands which comprise the Whitsundays resemble the Pacific Northwest with a profusion of pine trees and rocky shores. Being about 100 miles north of the Tropic of Capricorn, however, the weather is tropical and the water warm. Sixty miles away to the north is the fabled Great Barrier Reef where the marine wildlife is abundant, to say the least. The Whitsundays are relatively untapped as a sailing destination, with sparsely populated anchorages and steady trade winds to move you from island to island.

Courtesy of The Moorings, which opened a charter base in the Whitsundays a little over a year ago, and the major Australian airlines Qantas and Ansett, we had a chance in March to experience this part of OZ firsthand (as well as some others, see sidebar). In the parlance of the tourism industry, this was a 'fam' or familiarization trip, where you pack in as much activity and sightseeing into the shortest time possible so you can go home and tell others how great it is to go there. We don't have to lie about it either: this really is a beautiful part of the

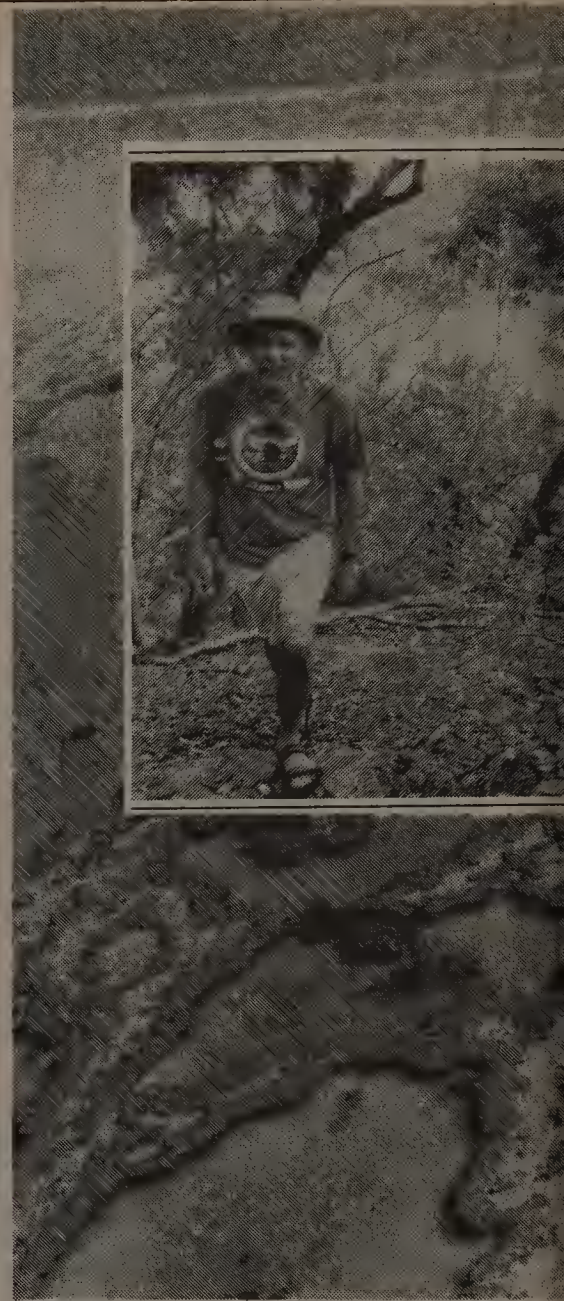
world and a great place to hang out on a boat.

Inhabited by Aborigines for some 40,000 years, this area was sighted by Captain James Cook on Whitsunday in 1770. Hence the name. White settlers in the 1800s tried their hand at farming and raising livestock, but the twentieth century has seen the area's emergence as a tourist destination. Several world class resorts now populate the various islands, including the five star Hayman Island resort, a Club Med and the four star Hamilton Island resort.

The latter is the jumping off point for charter operations such as The Moorings and Sunsail. Hamilton Island hosts the area's largest airport, with regular flights coming in from Australia's major urban areas. It's a short hop from there to 'downtown' Hamilton, a Sausalito-like village with shops, restaurants, a market, bank, post office and a 400-berth yacht harbor. The Hamilton Island resort offers a wide range of shoreside activities, including an active night life that featured a Blues Brothers act while we were there. In fact, many vestiges of American culture can be found here, as it can in other parts of Australia, so you won't have to feel too homesick for a Big Mac and some rock and roll.

Prior to boarding (there were about 20 members of our group spread out among five boats), we attended a briefing session on

*Talk about sailing in a postcard... Rain or shine, sailing past the Opera House in Sydney Harbor is an experience you'll never forget.*



sailing in the Whitsundays from Les Gilbert, a convivial 43-year-old sailor who acts as the flotilla captain for The Moorings. Les has been sailing Australia's west coast for the past two decades, much of the time aboard the 32-foot, cold-molded wood sloop *Kryslas* which he built in his native Brisbane. His adult life has pretty much revolved around boats, including building, repairing, operating and delivering them. Before landing his current job, he drove a local 'headboat' called *Waltzing Matilda*, which takes passengers out for 3 day, 2 night sailing excursions.

Almost overlooked when considering Les's expertise and experience is the fact that he has only one leg. A childhood rugby accident left him minus his lower left limb, a development which hasn't ever really slowed him down. "When I got home from the hospital after the operation," he recalls, "I jumped on my bicycle and rode it down the street." Three decades later, he uses a hand-made crutch and gets around on land and sea as well as, if not better, than the rest of us.

Les charted our course for the next five days, leading off with our first night at Nara

# CHARTERING

sailors. They've hosted an 18-foot skiff regatta there for the past three years and last year hosted their first big boat series. Limited to about 15 entries, the event proved to be a smashing success and this year's version, the TAG Heuer-Ansett Australia Big Boat series will be held in August with a potential international field drawing boats from Japan and New Zealand. The regatta will precede the area's biggest sailing event, the Hamilton Island Race Week, which also takes place in August.

Manager Luxem also informed us that they've founded the Hayman Island Yacht Club recently, and they offer reciprocal privileges to other yacht club members. Commodore of the HIYC is none other than former America's Cup skipper Sir James Hardy, who's evidently a big fan of the resort.

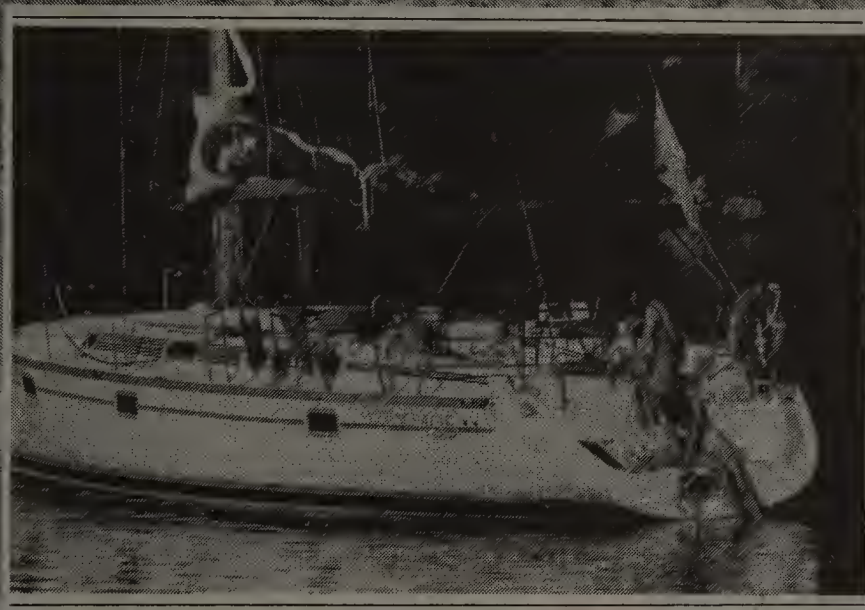
The mixture of civilization and wilderness are hallmarks of the Whitsundays. After leaving Hayman Island, we looped around the north end of Hook Island and anchored at peaceful Border Island for the evening. Blowing down off the hills, the "bullets" or strong puffs brought with them the distinctive, laughing howl of the kookaburra. In the morning, we snorkled a coral reef nearby, finding the visibility a bit limited from heavy rains a few days before but the variety of corals and colored fish world-class.

In addition to the tradewind sailing conditions in the Whitsundays, the other major natural attraction is the marine life. The nearby Great Barrier Reef, which we visited later that day, hosts some 1500 different species of fish and another 400 types of coral life, including sponges, anemones, worms, crustaceans, shells, sea stars and urchins. There are also whales and the aforementioned turtles, both of which like the area for breeding. Many of these creatures thrive in the waters of the

***Learning about Aboriginal art and culture adds an extra dimension to a vacation 'Down Under'.***



SHIMON VAN COLLIE



ALL: SHIMON VAN COLLIE

***When you visit the Whitsundays, don't miss a side trip to Great Barrier Reef. Hiking ashore and soaking up Queensland sun are also highlights.***

Inlet on Hook Island, about ten miles north of Hamilton Island. Except for the fact that the water temperature was somewhere in the 70s, you could almost swear that this cozy, narrow anchorage was located somewhere in the Channel Islands off Victoria Island in British Columbia. Rising from the rocky shore was a forest of hoop pines that resembled the flora of the Pacific Northwest. Similarities to the Northern Hemisphere faded, however, when the sun set, unveiling the most amazing canopy of stars highlighted by the Southern Cross and its two pointer stars.

In the morning, there was time to dink ashore for a quick hike up one of the many walking tracks maintained by the Queensland National Parks and Wildlife Service. Near the top of the hill we visited an ancient cave complete with Aboriginal paintings left on the walls. None of us could decipher their meaning, although the round, cross-hatched shapes did seem to resemble the many turtles that inhabit the waters of the Whitsundays.

From the ancient we moved to the sublime with lunch at Hayman Island. Ranked as one of the top four resorts in the world, this place defines elegance, not to mention beauty and style. Rooms start here around \$400 AUS and work their way up to \$3000 AUS for a penthouse suite. There's a shopping arcade that rivals New York's Fifth Avenue and a series of restaurants, including the only one on the entire Queensland coast that requires a jacket for dinner. Ties are still optional, however.

The man-made harbor does have room for two dozen or so yachts. With prior notice and acceptance, you can pay a day rate to tie up here and enjoy the resort facilities. Some supplies are available, such as ice, food and drinks. To spend the night, however, you need to check into the resort. Our host, Resident Manager Wilhelm Luxem informed us that they do offer a "discovery" rate of only \$280 during certain parts of the year.

Despite the resort's upper-crust appearance, they are actually interested in

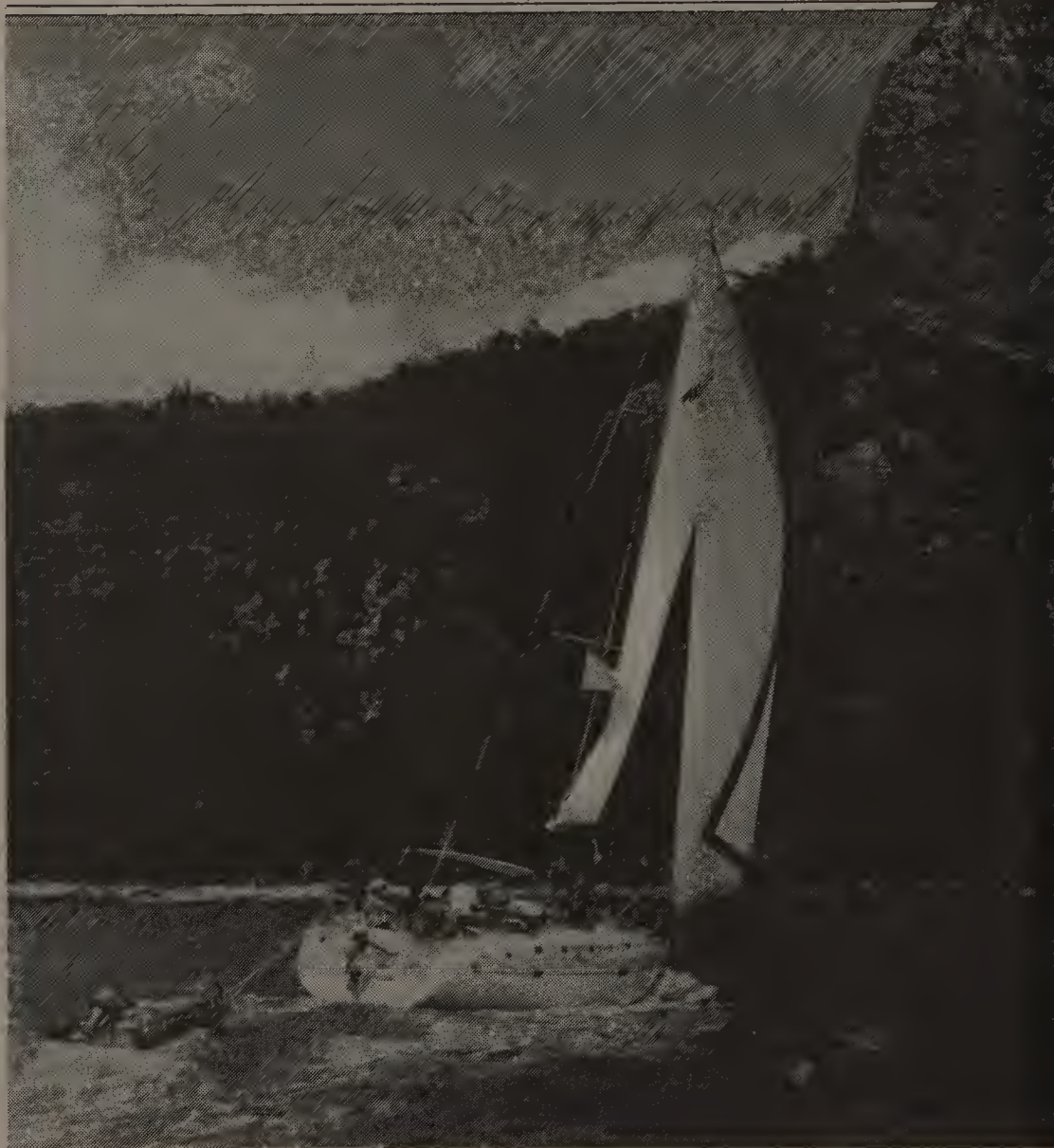
# WORLD

Whitsundays as well, making underwater exploration around the islands a fascinating and easily accessible adventure.

Getting to the Great Barrier Reef is another matter, but the local tourist industry has developed a considerable transportation infrastructure. You can make the journey out to the reef by air or sea. Charter companies won't let you sail out there, however. The tidal and wave conditions among the thousands of coral reefs and bommies (coral heads) can turn treacherous with shifting weather patterns. *100 Magic Miles of the Great Barrier Reef*, by David Colfelt, is the local 'bible' on the area and gives a good description of the sailing and navigation issues you're likely to encounter if you do sail out to the Reef.

We were treated to a seaplane ride to Hardy Reef, where we snorkled off Reef World, a large floating barge stationed on the edge of the coral jungle. There were indeed thousands of multicolored fish to be seen and even a few who were willing to be hand fed. We also took a ride in their glass-bottomed boat before returning by helicopter. It's quite clear that the best way to appreciate the magnificence of the reef, which has been described as the eighth wonder of the world, is from the air. Its sheer grandiosity is overwhelming and the beauty of the coral sculptures from the air surpass any modern artist's attempt to capture the essence of form and shape. The Great Barrier Reef is the real deal.

We capped off our day at the Reef with a



sunset cocktail party on Chalkie's Beach, a strip of fine white silica sand on the west shore of Haselwood Island. Across the way we could see Whitehaven Beach, perhaps the most popular destination spot in the Whitsundays. The fine white sand stretches uninterrupted for six kilometers and makes a perfect spot for picnicking, camping, daytripping and other beach-type activities. Seaplanes, helicopters and tour boats like to stop here, too, but there's plenty of room for everybody. The spot also hosts one of the world's largest beach parties during the Hamilton Island Race Week festivities.

To be fair, we should mention a few caveats about the islands, one of them being the abundance of sand flies at Whitehaven and Chalkie's. Locals rely on 'Rid' insect repellent when visiting this area, especially at dusk. While most visitors are intent on coming home with a killer tan, be warned that the sun is intense here (Queensland residents suffer from the highest rate of skin cancer in the world). The minimum recommended Sun Protection Factor for sunscreen is 15 here, and other shading devices such as

*Weather conditions are a bit less predictable here than in the tropics, but moderate breeze is the norm. Inset: charter feasting, Aussie style*

hats, long sleeved shirts and pants, and biminis are highly recommended. Polarized sunglasses protect your eyes and also cut the glare which can conceal those bommies lurking in your anchorage.

If you spend time walking about in the water, a sturdy pair of reef shoes are a must. Flip flops won't really work, because the cuts from coral and oyster shells here are almost guaranteed to infect. Not to scare you away completely, but there are also toadfish who sometimes mistake your toes for a tasty crab, and the butt-ugly stonefish has poisonous spines that can sting something fierce (although they're not fatal).

As we continued our tour of the Whitsundays, it became clear that one person who might have some useful information to impart was the charming cook on our boat. Andrea Allard is a native of





SHIMON VAN COLLIE

hire someone to do it. If you're not comfortable being in charge of a bareboat, then hire a skipper. If you'd be uptight with someone you don't know on the boat, then go by yourself. People's emotions really get accelerated on a charter, especially here in the tropics. But you can only really enjoy it if you're at ease."

Andrea also adds that good music can really make a party, a point well illustrated on our last afternoon onboard. Anchored at Neck Bay in the lee of Shaw Island, we cranked up some rollicking Louisiana swamp tunes, courtesy of the popular Bay Area band Motor Dude Zydeco. Feet started shuffling, hands started clapping and pots and pans from the galley became our percussive instruments as we danced our way into the evening.

It was a fitting way to celebrate the conclusion of our stay in the Whitsunday Islands, with all its wonders, both natural and man-made.

— shimon van collie

## Elsewhere in 'OZ'

If you're going to make the trip to Australia, which calls for a non-stop plane trip of 12 or more hours (a minimum of two meals and three movies), you might as well get around and see some off-the-water sites as well. Our junket took us to Sydney first, where we toured the historical Sydney Cove area, site of the country's first European settlement. The crown jewel of the area, located next to the majestic Sydney Harbor Bridge, is the city's opera house. One of the most awe-inspiring buildings in the world, its soaring arches are said to resemble the sliced sections of an orange, but to me they looked like the truncated bows of several dinghies stacked on end, an echo of the hundreds of

A few miles north of Sydney, we stopped at the Kuringai National Park for the obligatory kangaroo sighting/petting session. Then it was off to Pittwater for lunch and a quick tour of this scenic coastal area where The Moorings plans to open an extension of their Sydney operation. Inside the bay there are hundreds of miles protected waterways, ideal for cruising with a balanced mix of suburban development and national park wilderness areas.

After our sailing adventures in the Whitsundays, we ventured further north to Cairns (pronounced 'cans', as in beer cans). A bit reminiscent of Florida, the air is warm and moist, perfect for the rainforests which extend down to the shore in this part of Australia. We were treated to a ride on the brand new Skyrail, a multimillion dollar gondola that transported us into the lush greenery of the rainforest. Although much of the animal activity here is nocturnal, we did sight some stunning blue-winged butterflies and other treats. At the top of the Skyrail is Kuranda Station, a small village which thrives on visitors.

The cultural highlight of Kuranda is the Tjapukai Dance Theatre, a ten year old Aboriginal ensemble that has won numerous awards, both national and international, for their entertaining hour-long show about Aboriginal customs and myths. They're also humorous, noting that when a boomerang fails to return to its thrower, "We call it a 'stick'."

The success of the Tjapukai has laid the foundation for a massive cultural theme park due for completion this year at the base of the Skyrail. As a major tourist attraction, the park will be unique in Australia in that Aboriginal ownership in the park will be more than 50 percent.

Perth who grew up sailing with her father. An active racer, she decided on boating as a career a few years ago. Her first major gig was as crew chef for a year aboard a 120-foot motoryacht cruising the Mediterranean and the Caribbean, a job she took without culinary training. She learned fast, however, aided by some professional lessons in Spain. "The yacht's crew were highly in favor of that!" she laughs.

She and her husband, who works on boats and was away on a three-month delivery during our stay in Australia, now live on a boat at Hamilton Harbor. She's in no hurry to leave the Whitsundays, where the weather is usually good and there are still places where you can anchor without anyone else around.

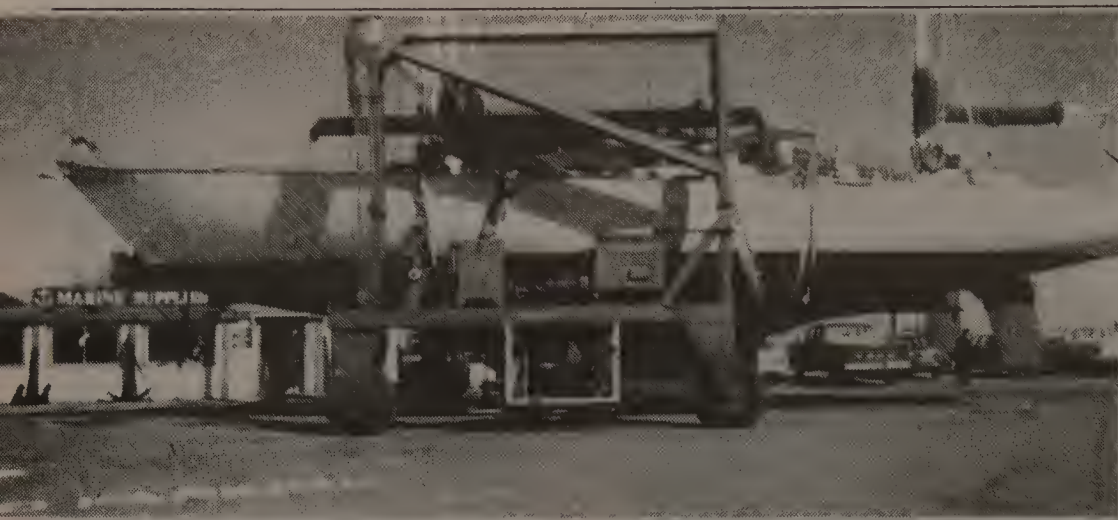
In her current work, Andrea has noticed some elements that make for a good charter. Primary among them is being comfortable — which is the gateway to relaxation. "Decide what you want before you arrive," she says. "If you don't want to cook on the trip, then

COURTESY HAYMAN ISLAND



sailboats that pass by the building every day. Nearby is a bustling commercial area with upscale restaurants, shops and hotels.

*Beaches? Yeah, they've got beaches in the Whitsundays. But where are all the swarms of noisy tourists?*



COURTESY SECOND LIFE

### Charter Notes

As all *Latitude* readers know, Opening Day on the Bay, May 5th, has marked the symbolic beginning of our spring and summer sailing season for the past 100 years. True, many Bay sailors simply regard it as a widely sanctioned excuse to party hearty, but we say that's okay. Given the highly structured lifestyles that modern society has plugged most of us into, we sometimes need

*The Ocean 71 'Second Life' recently tested the hoist at the Sanford Wood yard. She offers sunset sails Tuesdays and Thursdays.*

a major 'road sign' to point us toward the truly important things (i.e. 'it's okay to have fun now').

With that in mind, be aware that **every bareboat fleet and crewed charter yacht in the Greater Bay Area** has been cleaned, polished, varnished, repaired and upgraded

in anticipation of an active 'season'.

Creative marketing ideas are also being announced which you may want to take advantage of. Check our ad pages and your local marina for details on: **full moon sails, Sunday champagne brunches, Fourth of July fireworks watching** and more.

One of the most unique upcoming charter boat 'happenings' is the mock battle scheduled between two of our favorite tall ships. Cannons will blaze and swords will rattle on May 26 and June 29 when the **Californian** (replica of a revenue cutter) tries to tax the cargo of the **Hawaiian Chieftain**, whose crew will undoubtedly refuse to comply! Call (800) 432-2201 or (415) 331-3214 (respectively) to reserve your spot for this and other upcoming events.

Finally, if you've been dreaming about selling the ranch and starting up a charter business, you might want to call Ralph Blancato on the Big Island of Hawaii (800) 726-SAIL. After six successful years as the prime charter yacht on the Kona Coast, he's selling his Gulfstar 50 **Maile**, as well as his charter permit, mooring, etc. You may not make a fortune, but neither the work nor the sailing conditions will ever be boring!

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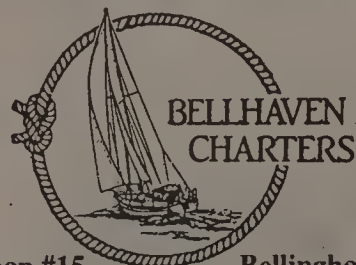
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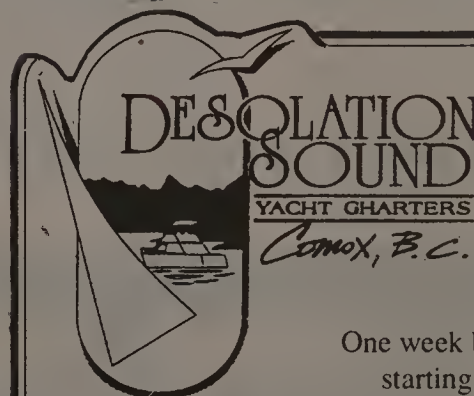
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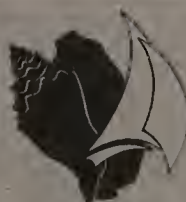
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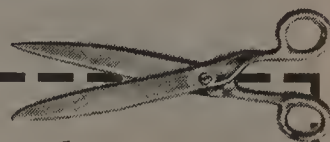
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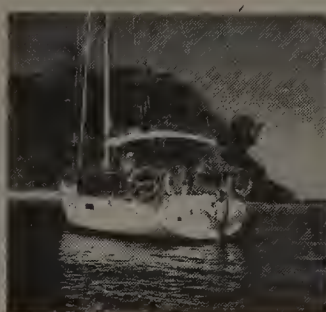
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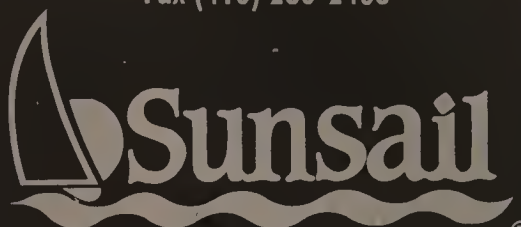
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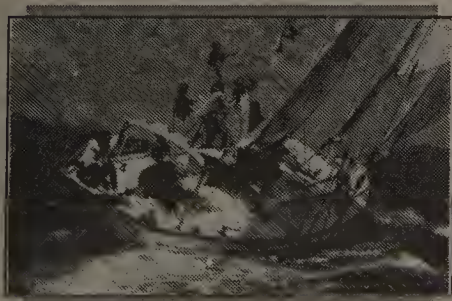
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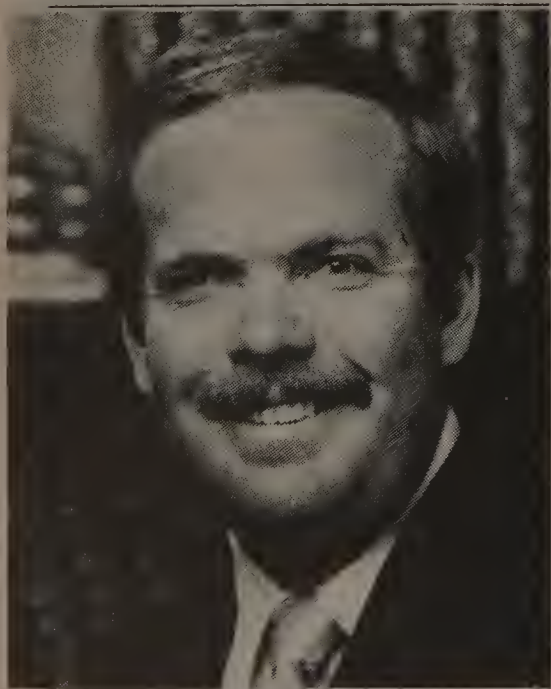
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# THE RACING

April was indeed the cruelest month, at least as far as shorthanded ocean races go. As you'll read in these pages, all three of them — the SSS **Singlehanded Farallones**, Island YC's **Doublehanded Lightship**, and BAMA's **Doublehanded Farallones** — were light air, girly-men affairs this year. We also offer reports on some Ditch sailors winning the **Commodore's Challenge**; changing times at the **Resin Regatta**; the annual **J/Fest** family reunion; and the dubious-sounding **One Bridge Fiasco**. As always, the column drifts off into a surfeit of 'box scores' and 'race notes'.

## Commodore's Challenge

Encinal YC's fourth annual Commodore's Challenge Regatta on April 20 attracted nine entries, up from seven last year. The format of the two-race regatta is beautiful in its simplicity: the current commodore of each club must steer a boat whose PHRF rating falls between 117-186, and which has an all-clubmember crew. Open to all 92 member clubs of PICYA, the regatta obviously tends to favor the powerhouse clubs with the most talent and most boats to choose from. Past winners have been the St. Francis juggernaut (Bill LeRoy in '93, Grant Settlemier in '95) and Richmond YC (Bruce Arnold in '94).



COURTESY STOCKTON SC

Pat 'The Governor' Brown, winner of this year's Commodore's Challenge.

This year, however, a relatively small and geographically-challenged club upset the 'world order' — in fact, Stockton Sailing Club won both races! Their margins of victory were 52 seconds in the first race and 10 seconds in the second one. The key, other

than choosing the 'right' boat (their Schumacher-designed Capo 26 *Wreckless* rated 156), was an enlightened skipper and a solid crew. Stockton SC's winning team was skipper Pat Brown, tactician Jim Warfield, son Patrick Brown, Dana Badley, Ray Hawkins, Mike Haas and boatowner Ralph Felten.

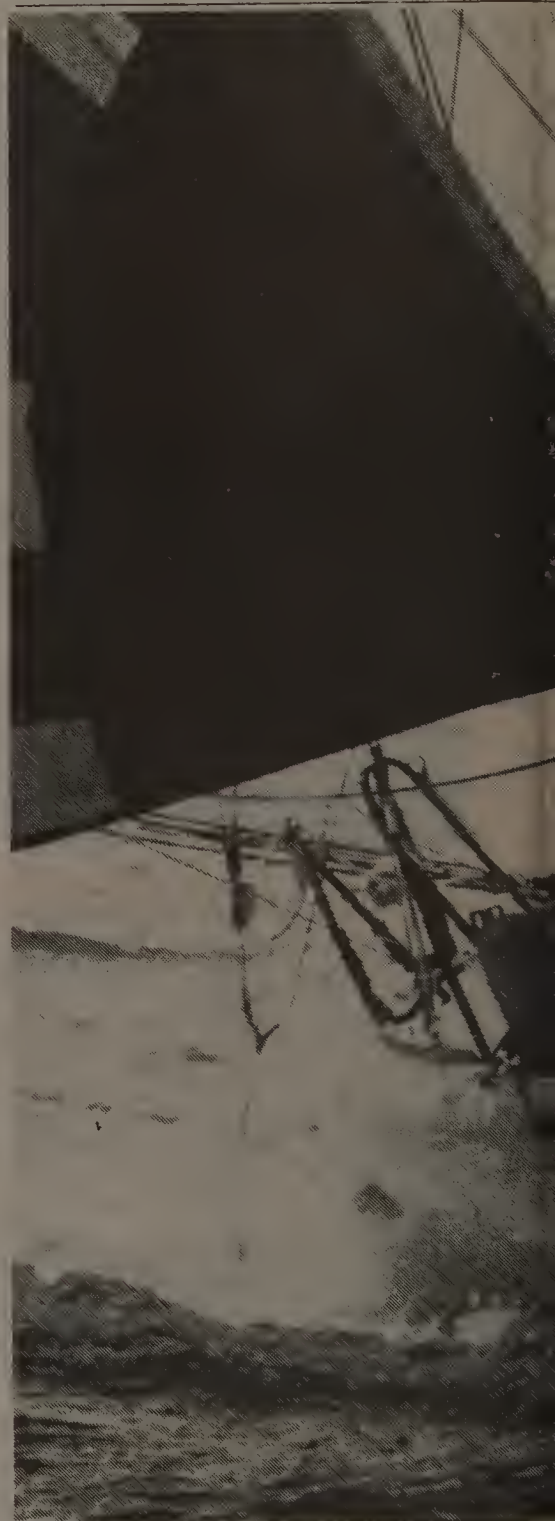
Brown, a part-time Sobstad rep in the Delta, can normally be found racing his "chopped and channeled" Wilderness 30 *Rascal*. Had the event been sailed in Lasers — or almost any other boat — we suspect the outcome this year would have been the same. We never did get to talk with Pat about winning the Commodore's Challenge, as he and wife Marilyn and other members of the Stockton SC slipped out of town the next day for a bareboating adventure in the British Virgin Islands.

1) *Wreckless*, Capo 26, Pat Brown, Stockton SC, 1.5 points; 2) *Screamer*, Capo 30 mod., Terry Anderlini, St. Francis YC, 5; 3) *Zilla*, B-25, Howard Hill, Sierra Point YC, 10; 4) *Takeoff*, Laser 28, John Boyd, Encinal YC, 10; 5) *Frog in French*, Express 27, Liz Johnson, Richmond YC, 10; 6) *Snow Goose*, Santana 30, Bob Bass, Oakland YC, 11; 7) *Outta Sight*, Laser 28, Ken Anderson, Tiburon YC, 12; 8) *Echo*, Wylie 34, Dave Plumb, Berkeley YC, 12; 9) *Fremadagh*, O'Day 34, Phil Halloran, Spinnaker YC, 19. (9 boats)

## Resin Regatta

In spite of being at the tail end of a holiday week, this year's San Francisco YC-hosted Resin Regatta was fairly well attended, as over 90 boats sailed in 12 classes on two different venues. It's symptomatic of the decline of one design racing on the Bay to note that the largest class in this 'plastic' spring tune-up regatta were the Knarrs — most of which are made of a decidedly more organic material.

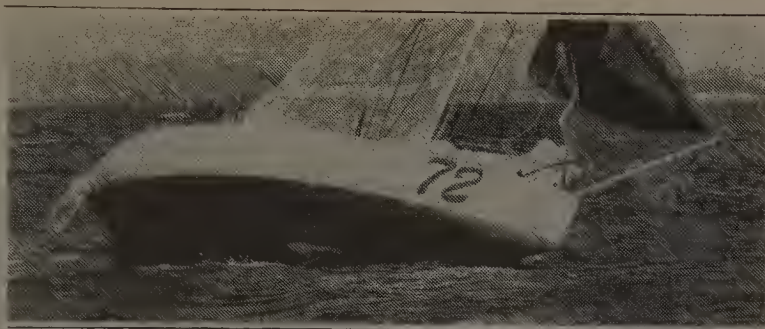
The schedule called for two races on both the Knox and Olympic Circle courses on Saturday, April 13. The following day was to feature one more race on the Knox race track, and two more on the Circle. Despite



postponing the start to 1:30 p.m. both days due to lack of wind, the Knox racers managed to get in their allotted three races.

The Circle racers weren't as lucky. Saturday's first race came off well despite the late start, and the second race was nearly complete when the windward finishing mark began drifting rapidly towards the approaching fleet. Chaos quickly ensued with 60 boats trying to charge the moving finishing mark in a rapidly shortening course. Needless to say, the race was abandoned.

Reconstruction of the incident by the race committee showed that the mark's mooring line had been cut and that at least one (and



LATITUDE/ROB

*The mini-Transat boat '72' has its ups and downs in the Lightship Race. We've got a photo boat again, so no one's safe — you've been warned!*

possibly more) competitors had been hung up on the mark in earlier roundings. We are distressed that no one 'fessed up to this foul. We also doubt the offending yacht even performed the requisite 360° for hitting the mark, because we're quite sure this would have been observed. It's a sad commentary on a serious lack of sportsmanship.

On Sunday on the Circle, the first race was begun after a postponement in a northerly breeze. The wind then died complete-

ly, finally filling in around 3 p.m. from the west. We decided to try to shorten the course so we'd have time to run a final race on a proper course. Unfortunately, this was confusing to the IODs, so results of that race were thrown out from that class. The final race on Sunday went well, but it was nearly 5:30 p.m. before everyone had finished.

— bob christensen

#### HARD-KNOX COURSE:

NEWPORT 30 — 1) **Fast Freight**, Bob Harford, 2.25 points. (3 boats)

CAL 29 — 1) **TNT**, Fred Siegel, 3.5 points; 2) **Bastante**, Rick Kerbavaz, 10. (5 boats)

CAL 2-27 — 1) **Temptation**, Rollye Wiskerson, 3.5 points; 2) **Check Out**, Misha Orloff, 5.75. (4 boats)

RANGER 23 — 1) **Blitzen**, Mike Polkabla, 3.5 points. (2 boats)

SANTANA 22 — 1) **Shazam!**, Bud Sandkulla, 5.75 points; 2) **Tacky Lady**, Charles Brouhard, 6.75; 3) **Canos**, Stephanie Wondolleck, 10; 4) **Phoenix**, John Skinner, 11.75. (10 boats)

CAL 20 — 1) **Ice**, Bren Meyer, 4.5 points; 2) **Tension II**, John Nooteboom, 7; 3) **Orange Crate**, Mike Schaumburg, 7.75; 4) **Aolele IV**, Julian Barnett, 11; 5) **Puff**, Jerry Leth, 17. (12 boats)

#### OLYMPIC CIRCLE COURSE:

11:METRE — 1) **Blitzkrieg**, Dennis Rowedder, 7.5 points; 2) **SportsChannel**, John Sweeney, 9; 3) **Blue Dog**, Tim Wells, 9. (6 boats)

MELGES 24 — 1) **Batteries Not Included**, Tony Pohl, 4.5 points; 2) **Mary Don't Surf**, Mark Eastham/Hans Williams, 6.75; 3) **Double Pucker**, David Wadbrook, 15; 4) **#201**, Greg Dorland, 16; 5) **Smokin'**, Dave Oliver, 17. (11 boats)

ETCHELLS — 1) **Six Hundred**, Hank Easom/Chuck Mohn, 7 points; 2) **Mr. Natural**, Bill Barton, 8.75; 3) **Air Tuna**, Jim Gregory, 9.75; 4) **Bird Dog**, Jeff Wayne, 11.75; 5) **Celebration**, Fisher/Morss, 16. (10 boats)

IOD — 1) **US 100**, Tad Lacy/Evan Dailey, 1.5 points; 2) (tie) **Youngster**, Ron Young, and **Undine**, Adam Wheeler, 5. (7 boats)

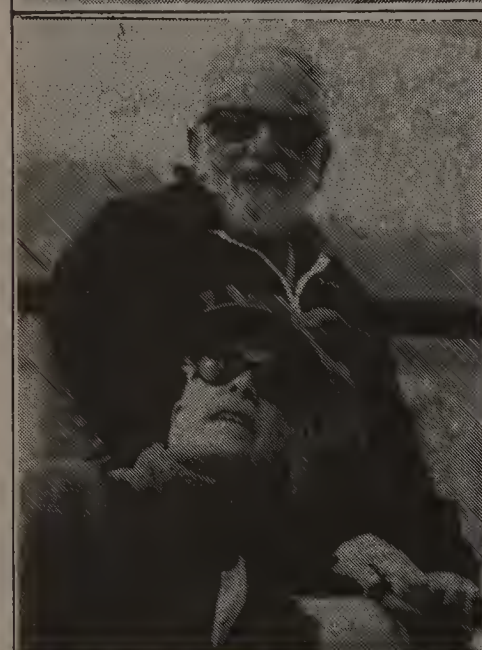
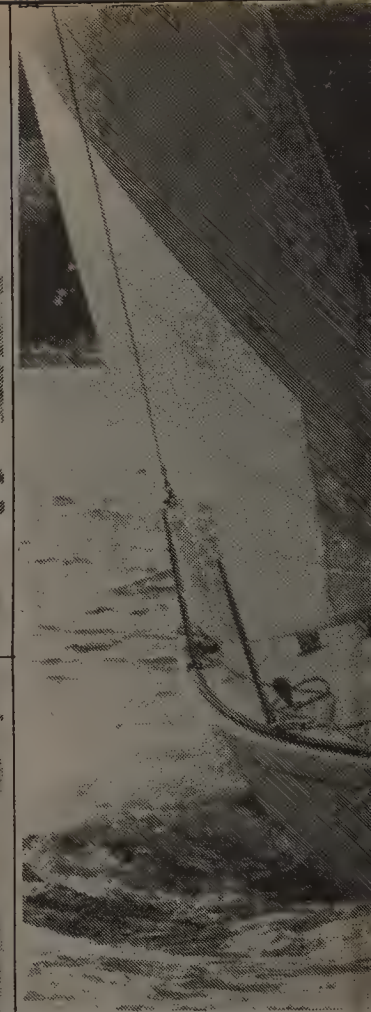
J/24 — 1) **Grinder**, Jeff Litfin, 3.5 points; 2) **Wonder Woman**, Dines/Kennelly, 12; 3) **Goat Rodeo**, Brent Vaughn, 15; 4) **Evolution**, Dennis Holt, 20; 5) **Cool Breeze**, Phil Perkins, 20.75; 6) **Small Flying Patlo Furniture**, Tom & Melissa Purdy, 21.5. (13 boats)

KNARR — 1) **Red Witch**, Craig McCabe, 7 points; 2) **Huldra**, Jim Skaar, 9.5; 3) **Lykken**, Robert Fisher, 16; 4) **Snaps II**, Knud Wibroe, 16; 5) **Sequola II**, Chris Perkins, 18.75; 6) **Flyer**, Chris Kelley, 19; 7) **Peerless**, Larry Drew, 24. (15 boats)

#### **J/Fest Regatta**

When brothers Rod and Bob Johnstone formed J/Boats, Inc. back in 1977, they hoped to sell 250 J/24s in their first year. Instead, they sold 750 — and the rest, as they say, is history. Since then, J/Boats has marketed 27 different production boats, of which 14 are still available new. They've cranked out 5,200 J/24s and 4,000 more boats ranging in size from the J/22 to the new J/160. J/Boats are everywhere, especially around here — Chris Corlett of Sail California, the local J/Boat distributor, estimates there are somewhere around 600 various J/Boats in the greater Bay Area.

Forty of these ubiquitous craft descended on St. Francis YC on April 20-21 for their annual J/Fest Regatta, a five-race Cityfront affair that is now a season counter for all four one design classes. Despite the addition of a PHRF class for the first time, the turnout



was actually down somewhat this year. Weather for the regatta was grayish and winds were light (both days featured lengthy postponements), and to our eye some of the racers looked a little rusty after the winter off. Only the J/24 class was close, with Phil Perkins' *Cool Breeze* squeezing by Scott Sellers' *Speedy* by 1½ points.

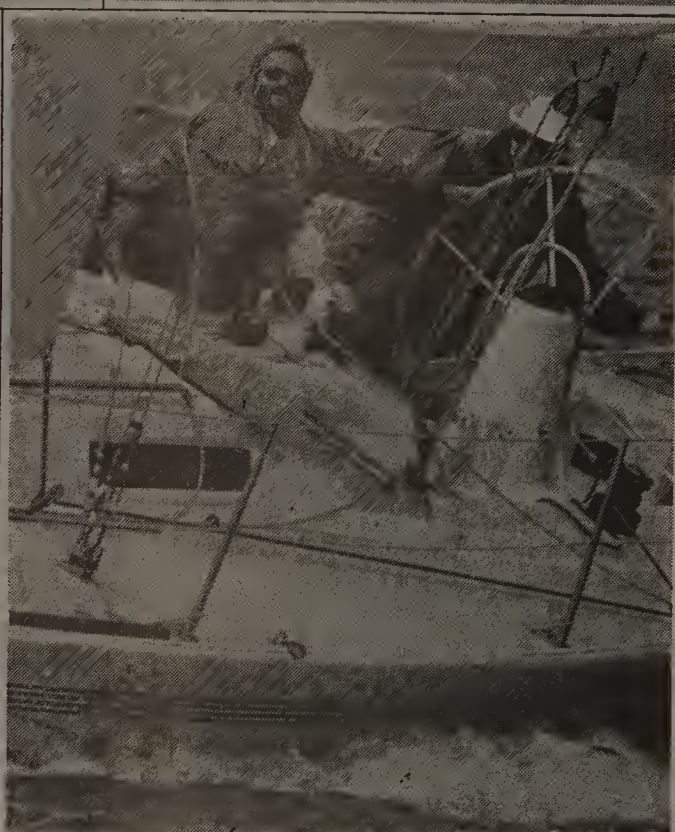
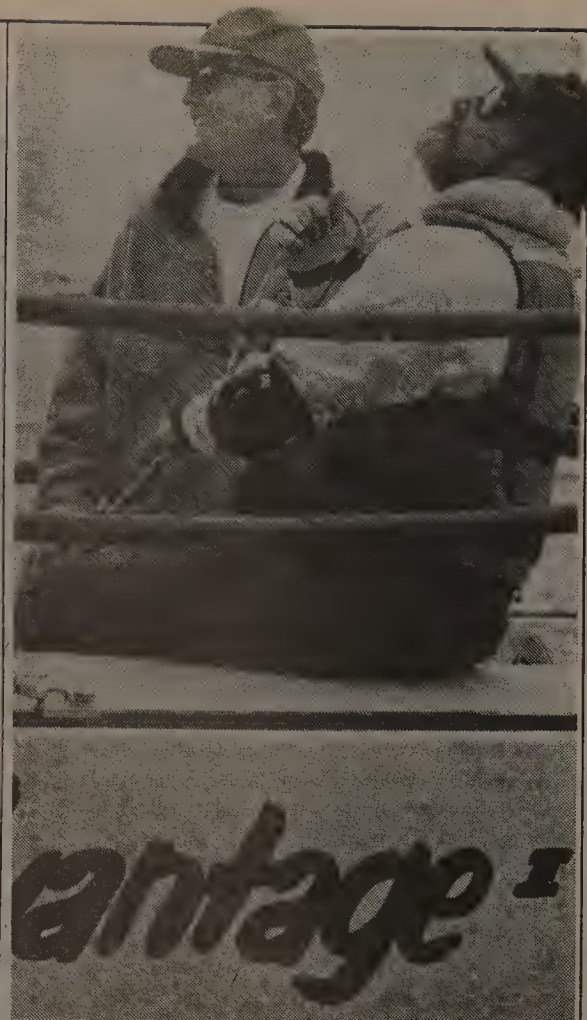
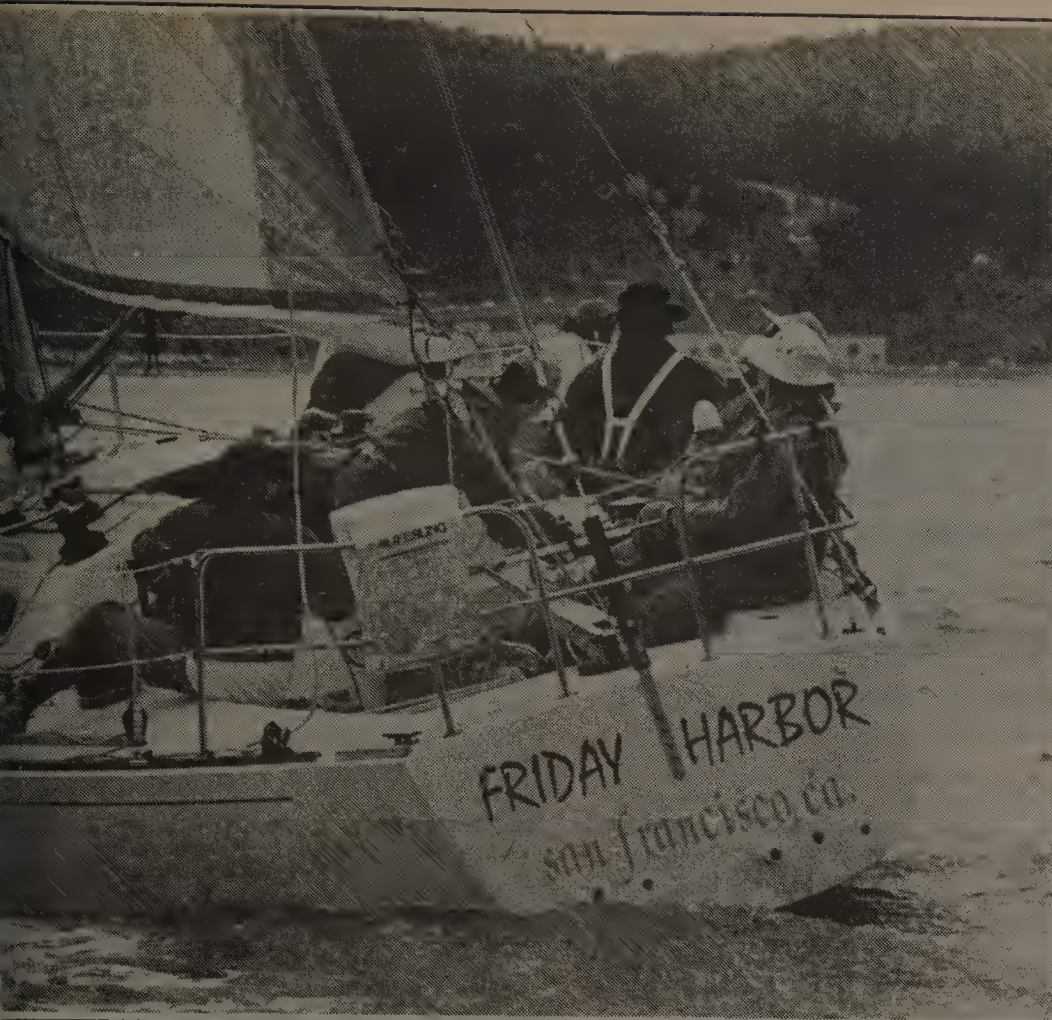
The other classes were massacres. Pat Benedict's season champion *Advantage II*

picked up where it left off last fall in the J/29 class, while Chris Perkins and Dave Wilson did likewise in their invincible J/35 *Major Damage*. Thomas Sponholtz's *Aquavit* established itself as the new force in the J/105 fleet, posting a runaway 16-point victory. Rumor has it that the coed *Aquavit* crew kept themselves loose by downing shots of the boat's namesake beverage between races!

In the two-boat PHRF class, Jim Archer's

well-sailed J/44 *Jobe* easily edged out Joan and Bob Musor's J/130 *Sceptre* in every race. Each boat has a PHRF rating of 30, but the asymmetrical kite set-up on *Sceptre* put them at a disadvantage on the mostly windward/leeward courses.

A highlight of the J/Fest weekend was a visit from Bob Johnstone, who was in town primarily to promote the brand new J/42 at the boat show. Bob popped in at St. Francis



**1,180 feet of J/Boats competed in this year's mellow J/Fest. All photos 'Latitude'/rob & jr.**

on Saturday night, where he handed out J/Boat hats and mingled with the crowd. "We started J/Boats the same year as Apple Computer," commented Johnstone. "But fortunately we didn't lose \$750 million last quarter. . . and I get to go to shows in fun

places like San Francisco instead of Las Vegas!"

J/24 — 1) **Cool Breeze**, Phil Perkins, 13.25 points; 2) **Speedy**, Scott Sellers, 14.75; 3) **Air Head**, Susie Gregory/Tim Duffy, 22.75; 4) **Grinder**, Jeff Littfin, 30; 5) **Wonder Woman**, Paul Dines/Tom Kennelly, 36; 6) **Small Flying Patio Furniture**, Tom Purdy, 37; 7) **#2108**, Chris Moeller, 38; 8) **Casual Contact**, David Holscher, 39. (18 boats)

J/29 — 1) **Advantage II**, Pat Benedict, 5 points; 2) **Wave Dancer**, Richard Leevey, 13; 3) **Power Play**, Gordon Smith, 16.75. (6 boats)

J/105 — 1) **Aquavlt**, Thomas Sponholtz, 5 points; 2) **20/20**, Phil Gardner, 21; 3) **Jest**, Jim Cascino, 21; 4) **Thrasher**, Steve Podell, 21.75. (7 boats)

J/35 — 1) **Major Damage**, Chris Perkins/The Wilsons, 8.25 points; 2) **Fever**, Barry Danieli/Tim Russell, 16; 3) **Jarlen**, Bob Bloom, 16.75; 4) **Kiri**, Bob George, 17.75. (7 boats)

# THE RACING

PHRF — 1) Jobe, J/44, Jim Archer/Norman Davant, 3 points. (2 boats)

## Doublehanded Lightship

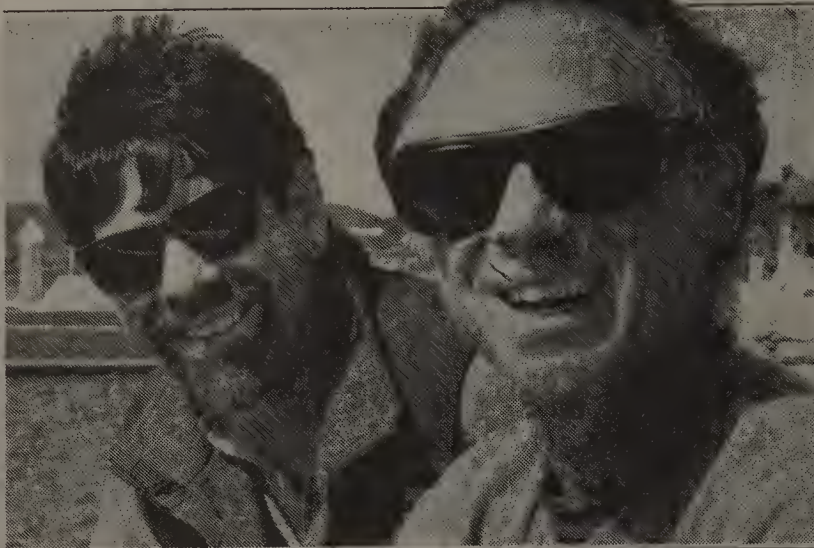
As ocean races go, Island YC's Doublehanded Lightship Race on April 6 was a bit of a bust this year. Only 39 of the 106 starters finished the race due to light and fickle winds, adverse currents and a wickedly bumpy race course that caused even grizzled offshore sailors to contemplate blowing chow. "It registered about an 8 or 9 on the Barf Scale," noted one green-looking DNFer.

The normally delightful 25-mile jaunt out to the temporary buoy that passes for the Lightship these days began at the rather obscene hour of 8 a.m., presumably to take advantage of the last of the ebb. Spinnakers were flown to Pt. Bonita, after which the fleet beat to the turning mark and then tight-reached under spinnaker back to the Gate. The fun factor slowly wore off for many folks as they drifted around near Pt. Bonita around noon — still on the way out! "I had better things to do, like go ride my mountain bike on Mt. Tam," shrugged Mike Lingsch of Alert.

First home in the slow race, after six hours on the track, was Mike Reppy's latest incarnation of *Nai'a* ("dolphin" in Hawaiian). With Mark Rudiger crewing, the Shuttleworth-designed trimaran led wire-to-wire, and literally did a horizon job on the fleet — Mike and Mark were almost back to their slip at Schoonmaker Point in Sausalito before the next boat, the 11:Metre *Ronstan*, finished! "It actually meant a lot to both Mike and me to finally win a race in *Nai'a*," explained Rudiger. "It helps erase the memory of flipping the boat in the Windjammer Race four years ago. It kind of completes the circle for us."

Other than the distinctive dolphin graphics and the swept-back mast, *Nai'a* is hardly the same boat that turtled back then. "She's a work in progress," explained Reppy, a Mill Valley physical therapist. "We've extended her six feet, from 30 feet up to 36. There are now three rudders instead of one, a deeper daggerboard, an articulating bowsprit, and we've got a boom where before there wasn't one. . . The boat doesn't hobbyhorse now, and has enough buoyancy forward so we don't stuff the bows anymore. It's a lot safer, and obviously more fun to sail!"

Meanwhile, Mike Ratiani and crew Ted Hynes sailed their 11:Metre *Ronstan* to an impressive sweep — first monohull to finish, first on corrected time in the ULDB class, and first overall in fleet. Armed with his trusty cell phone ("better than a radio"), a \$200 Garmin handheld GPS ("our Fugawimeter") and a self-confessed healthy hang-



Full circle: 'Nai'a' buddies Mark Rudiger (left) and Mike Reppy.

over, Ratiani managed to break free at the start, get to the wind early with the Olson 29 *Tsirís*, and then put that boat away when the chutes went up. "We can sail above our rating on a light-air spinnaker reach," claimed Mike, a mortgage broker during the week. "But if it's too windy, the boat wipes out even with a full crew on the rail. This race was custom-made for 11:Metres!"

Results follow, which once again beg the following question — why can't race committees get it together to provide crew names for doublehanded events?

DIV. A (multihulls) — 1) *Nai'a*, Shuttleworth custom, Mike Reppy/Mark Rudiger; 2) *The Wild Thing*, F-24, Vic Thiry/Jimi Hendrix; 3) *Rakusu*, F-24 Mk. II, Russell Long/Peter Hogg. (7 entered; 5 finished)

DIV. B (ULDB) — 1) *Ronstan*, 11:Metre, Mike Ratiani/Ted Hynes; 2) *Tsirís*, Olson 29, Dan Nitake/Roseanne Barr; 3) *SportsChannel*, 11:Metre, John Sweeney/Tina Kleinjan; 4) *Run Wild*, Olson 30, Al Holt/Theodore Kaczynski; 5) *Dragon Lady*, Express 27, Jim Coyne/Johnny Cash; 6) *Blitzkrieg*, 11:Metre, Dennis Rowedder/Heinrich Himmler; 7) *Baffett*, Express 27, Tom Baffico/Joey Buttofuco; 8) *Cookie Jar*, Moore 24, George McKay/Amy Fisher; 9) *Moonshine*, DP 26, Billy & Melinda Erkelens; 10) *Waverider*, B-25, Randall Resvole/Wavy Gravy. (37 entered; 29 finished)

DIV. C (0-132) — 1) *Punk Dolphin*, Wylie 39, Jonathan Livingston/Larry Bird; 2) *Limeight*, J/105, Harry Blake/Hot Lips Houlihan; 3) *Expeditious*, Express 34, Bartz Schneider/Bart Simpson. (26 entered; 3 finished)

DIV. D (133-167) — 1) *Uno*, WylieCat 30, Steve Wanner/Stevie Wonder; 2) *Mustang Saily*, Wyliecat 30, Commodore Tompkins/Nancy Potter. (14 entered; 2 finished)

DIV. E (169-197) — 13 entered; 0 finished

DIV. F (198-up) — 10 entered; 0 finished

## Big Fun on the Bayou

A classic Jester race in only its second year, the One Bridge Fiasco begins from

Kirby Park (in the bowels of Moss Landing's Elkhorn Slough), goes to the bridge at Highway 1, and back. Alan Wirtenan, creator and host of the zany event, and THC Yacht Club 'Commodore For Life' Thomas Hamilton ran the race with precision timing that would have made a Swiss race committee jealous.

This year's Fiasco lacked the high winds of the inaugural survival contest, which was held in conditions way beyond the safe operating parameters of the Jester dinghies. The biggest obstacle this year was shallow water, and boats with the technologically advanced kick-up rudder systems fared particularly well when sailing in just four to six inches of water. Others with standard blades



suming their spirited battle for the lead.

As the boats rounded the turning mark and began fighting the ebb, the westerly filled in to push the fleet home. Andre and Chris swapped the lead several times, with Andre getting the nod at the finish by a narrow margin. Only one boat was unable to finish the Fiasco, but we won't mention Serge's name — even if he did make it farther than last year's attempt.

Lessons learned this year include: 1) Swim fins work as well as webbed feet in mud; 2) Mud is not only slow, it smells bad; 3) Bring more beer; 4) Bring more beer; 5) THC Yacht Club rules the waves.

— biff

LIGHT (AND OVERALL) — 1) Andre Lacour; 2) Chris Watts; 3) Jot Fraser-Smith.

HEAVY — 1) Dennis Bassano; 2) Ray Pingree; 3) Gary Tracey.

SENIORS — 1) Ray Pingree; 2) Paul Tara; 3) Gary Tracey.

WOMEN — 1) Cathy Minnehan.

### Doublehanded Farallones

"It was a really pleasant sail," claimed Dee Smith, who crossed the finish line first in this year's Doublehanded Farallones Race with the hot new Mumm 30 *Bullsette*. "Marco and I did three headsail changes and one chute change, and other than losing a sail bag overboard it was an uneventful trip. The highlight was passing *Lakota* at the Lightship — only we were going home and they were still going out!"

"It was fun to see the Farallones for the first time," added crewmember Marco Constant, a South African professional sailor who appears regularly on the various *Morning Glorys* and the Mumm 36 *No Problem*. "It's a pretty rock, actually. We spotted a few sharks, too! I just moved here (San Francisco), so I'm enjoying seeing all the sights."

Not everyone had quite as good a time as Dee and Marco, who finished at 4:30 p.m. after a relatively slow 8 hours, 10 minutes on the 58-mile course. Ironically for a race sponsored by a multihull association, this was the first time in at least a decade that a 'funny boat' didn't take elapsed time honors. Everyone expected the visiting 60-foot tri *Lakota*, which rates a staggering -180, to blow the doors off the fleet and possibly even lower *TomCat*'s '92 record of 3½ hours a little — but it wasn't to be. At least *Lakota* had the satisfaction of setting an unofficial one-way record — Steve Fossett and crew Brian Thompson flew from the island to the finish in just 1½ hours, a 20 knot average!

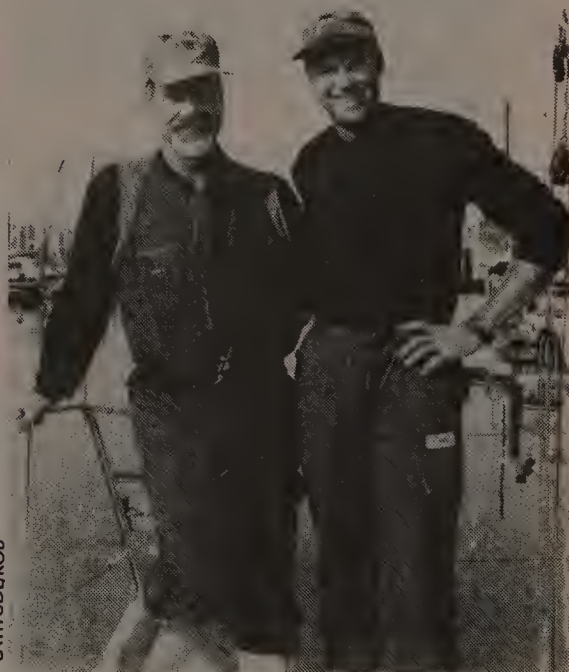
In the end, the only serious record that

came under attack was for the most DNFs: 82 of the 128 boats who began the race on Saturday, April 20, eventually quit due to light wind. Most of the fleet never made it much past Pt. Bonita before a building flood locked them inside the Gate for the duration. But the lighter boats — and a few heavier ones whose crews weren't fazed by the 6 a.m. Sunday morning time limit — carried on.

Those that made it to the wind — a 10-12 knot northerly — enjoyed a reach in each direction, with little or no upwind work involved to get around the Rockpile. Naturally, this worked in favor of the smaller boats, specifically the Moore 24s, who took the first six places on overall corrected time.

Moore 24s winning this race is almost a given by now, as is Santa Cruz sailmaker Dave Hodges taking division and overall honors. Each of the six times Dave has done this race with Scott Walecka on Scott's *Adios*, they've won. This year, however, the dynamic duo stumbled to fourth — using *Fatuity*, Hodges's Moore, for the first time instead of Walecka's *Adios*. "Don't blame the boat!" laughed Dave. "We choked and got caught too far south. We were practically DFL there for awhile — it was really ugly."

The first five Moore 24s in the 20-boat



Standing tall: Dee Smith (left) and Marco Constant beat the 'tricycles' across the finish line in the DDB Farallones Race with *Bullsette*.

one design fleet finished within 3 minutes and 20 seconds of each other after about nine hours on the course. That's close!

Spoiling Hodges's remarkable string — and winning the race overall on corrected time — was Doug Frolich of San Rafael, who

The new improved 'Nai'a' flying her masthead 'whomper' across the finish line in the Doublehanded Lightship Race.

were seen using them to stand on to avoid sinking into the mud as they pushed off the shallow bottom.

Veteran Jester sailor and novice kayaker Andre Lacour led the 14-boat fleet out the ever-narrowing channel after a brief starting line infraction (for which he should still be turning circles). He literally scraped off a large portion of the fleet in the shallow waters on the left side of the channel. With light air and a big ebb, Lacour and last year's winner, Chris Watts, built a huge lead on the fleet — so much so that both skippers decided to pull over for a smoke before re-

# THE RACING

just bought *Low Profile* (hull #34, ex-*Eraser*) a week prior to the race! With original sails ("Yes, 1979 was a good year for North," he quipped), a borrowed beat-up 150%, and an old kite bought for \$75, it obviously wasn't the sail inventory that won the race for Doug and crewman John Donovan. "Basically, we were the farthest left of the right-hand boats," said Doug. "We hit the island perfectly!"

"We actually thought Hodges was off the horizon in front us," confessed John. "It never occurred to Doug or me that we were ahead of him. When we got the gun, we were sure it was a mistake. Then *Kamikaze* got a horn — man, were we surprised!"

Neither Doug nor John had ever sailed a Moore 24 in the ocean before. "I'm hooked!" enthused Doug. "Planing in on the big waves was a real rush! We did this race together last year on a J/35 — this was a lot easier and a whole lot more fun! We're already thinking about doing the '98 Pacific Cup — imagine surfing for a whole week!"

Coverage of the race would be incomplete without mentioning that BAMA (Bay Area Multihull Association) did a marvelous job of running this year's event, which once again started and finished off Golden Gate YC's hospitable race deck. The race committee was so organized it was almost scary, right down to a computer spitting out 'real time' results and a dedicated cell phone for race updates. "Now if only we could control the weather," mused race chairman Peter Hogg.

DIV. I (ULDB < 120) — 1) *Rumbleseat*, 30 Square Meter, Bruce Schwab/Jeff Danods; 2) *Bullsette*, Mumm 30, Dee Smith/Marco Constant; 3) *Ronstan*, 11:Metre, Mike Ratiani/Rqb Anderson; 4) *Absolute Saldee*, Wylie 33, Alan Laflin/Brian Ebert; 5) *Revs*, Ross 10.66, Jeff Gething/Greg Palmer; 6) *Biltzkrieg*, 11:Metre, Dennis Rowedder/Steve McCarthy; 7) *Run Wild*, Olson 30, Al Holt/Jim Smith; 8) *Tsirlis*, Olson 29, Randy Lakos/Mark Gibbs. (15 boats)

DIV. II (ULDB > 120) — 1) *Strait Jacket*, Pocket Rocket, Ben Haket/Mike Rossi; 2) *Moonshine*, Dog Patch 26, Bill Erkelens/Eric Steinberg; 3) *Mirage*, Express 27, Terry Cobb/David Tarrisi; 4) *Expressway*, Express 27, Ross Groelz/Viola Nungary; 5) *Velocious*, SC 27, G. Grigg/Mark Schipper; 6) *Attitude*, Express 27, Mike Henry/Will Paxton. (12 boats)

MOORE 24 — 1) *Low Profile*, Doug Frolich/John Donovan; 2) *Kamikaze*, George Wheeler/Mike Schaumburg; 3) *Minnow*, Dan & Lisa Nitake; 4) *Fatuity*, Dave Hodges/Scott Walecka; 5) *Wet Spot*, Mike O'Callaghan/Dennis Mulligan; 6) *Legs*, Lester Robertson/Greg Paxton; 7) *Taz*, Erich Bauer/Doug Haas; 8) *Hot Rod Lincoln*, Charles Witcher/Charlie Hess; 9) *Rapid Transit*, Shana Rosenfeld/Glenn Viguers; 10) *Nobody's Girl*, Syd Moore/Suzette Smith. (20 boats)

LATITUDE/ROB



**Cinderella story: Doublehanded Farallones Race winners John Donovan (left) and Doug Frolich.**

DIV. III (0-105) — 1) *Solitaire*, Barnett 42, Steve Faustina/Michael Adams; 2) *Razzberries*, Olson 34, Bruce Nesbit/Howard Elfant; 3) *Sally Ann*, Express 37, Michael Franchetti/Jock Rystrom; 4) *Silpstream*, Farr 33, Greg Morris/Bruce McGill. (14 boats; all others DNF)

DIV. IV (106-129) — 1) *Cheyenne*, Wylie 34, James Fryer/Shannon McKann. (15 boats; all others DNF)

DIV. V (130-157) — 13 boats; all DNF.

DIV. VI (158-180) — 1) *Emerald*, Yankee 30, Peter Jones/Jeff Zender. (19 boats; all others DNF)

DIV. VII (181-up) — 8 boats; all DNF

MULTIHULL — 1) *Nai'a*, Shuttleworth 36, Mike Reppy/Bob Dixon; 2) *Erlin*, Antrim 30+, Dan Buhler/Jim Antrim; 3) *Lakota*, 60-foot tri, Steve Fossett/Brian Thompson; 4) *Wingit*, F-27, Ray & Amy Wells. (12 boats; all others DNF)

OVERALL — 1) *Low Profile*; 2) *Kamikaze*; 3) *Minnow*; 4) *Fatuity*; 5) *Wet Spot*; 6) *Legs*; 7) *Strait Jacket*; 8) *Rumbleseat*; 9) *Taz*; 10) *Hot Rod Lincoln*.

## Singlehanded Farallones

"I was stoked," admitted Jonathan 'Bird' Livingston. "There were some great sailors out there that day, and it was a thrill to do so well." Sailing his Wylie 39 *Punk Dolphin*, Livingston won the 58-mile SSS Singlehanded Farallones Race, held in light air on March 30, overall by ten minutes. By banging hard right ("I was on top of Duxbury Reef when I tacked"), Jonathan rounded the island first, and was passed on the way home by just two pros on borrowed boats, Mark

Rudiger on the Santa Cruz 50 *Hana Ho* and Dee Smith on the new Mumm 30 *Bullsette*.

Livingston, an architect, has crossed the Pacific a dozen times, including two fairly insane doublehanded trips on the Express 27 *Light N'Up*. This summer, he'll sail *Punk Dolphin* in the Doublehanded Pac Cup with Tim Knowles — but this was literally his first singlehanded race.

"I didn't have a clue what to expect, but things worked out fine," claimed Jonathan. "The autopilot steered while I sat on the rail and read a book and, near the island, watched whales. On the way home, I listened to the boom box. . . I only used two sails, the #1 genoa and the .75 ounce kite, which went up at the island and didn't come down until I was just outside Richmond YC. I was literally dancing in the moonlight as I reached across the Bay after finishing — I was genuinely happy!"

Not everyone had such a grand time — 44 of the 77 starters bagged the race due to the wind drought. "It was a pretty long day," admitted Mark Rudiger, who finished first with *Hana Ho* after 9 hours and 18 minutes. "The wind was farther south than usual, and there wasn't that much of it."

DIV. I (multihull) — 1) *Rakusu*, F-24 Mk. II, Russell Long; 2) *Nai'a*, Shuttleworth 30, Mike Reppy; 3) *Bad Boy*, F-31, Gary Helms; 4) *Sundowner*, Buccaneer 33, Joe Therriault. (9 boats)

DIV. II (ULDB) — 1) *Bullsette*, Mumm 30, Dee Smith; 2) *Moonshine*, Dogpatch 26, Bill Erkelens, Jr.; 3) *Hana Ho*, SC 50, Mark Rudiger; 4) *Rumbleseat*, 30 Square Meter, Bruce Schwab; 5) *Lurker*, Olson 30, Paul Martson; 6) *White Knuckles*, Olson 30, Dan Benjamin; 7) *Dragonsong*, Olson 30, Tim

Knowles; 8) **Chief**, SC 27, Dwight Odom. (17 boats)

DIV. III (0-126) — 1) **Punk Dolphin**, Wylie 37, Jonathan Livingston; 2) **Tinsley Light**, Santana 35, Hank Grandin; 3) **Illusion**, Cal 40, Stan Honey; 4) **Silpstream**, Farr 33, Greg Morris; 5) **Cheyenne**, Wylie 34, James Fryer; 6) **Bacarat**, Peterson 34, Dave Reed. (14 boats)

DIV. III (127-168) — 1) **Uno**, WylieCat 30, Steve Wonner; 2) **Doctor Who**, Merit 25, John Drewery; 3) **Roadhouse Blues**, Hawkfarm, Torben Bentsen. (13 boats; all others DNF)

DIV. IV (169-up) — 1) **Emerald**, Yankee 30, Peter Jones. (13 boats; all others DNF)

DIV. V (non-spinnaker) — 11 boats; no finishers.

OVERALL — 1) **Punk Dolphin**; 2) **Bullsette**; 3) **Moonshine**; 4) **Hana Ho**; 5) **Tinsley Light**; 6) **Rumbleseat**; 7) **Lurker**; 8) **White Knuckles**; 9) **Dragonsong**; 10) **Illusion**. (77 boats)

### Race Notes

Pac Cup 'fun facts': This summer's sold-out **West Marine Pacific Cup** will feature the largest doublehanded fleet yet, with 20 boats ranging from a Moore 24 to the BOC 50 **True Blue**. This will be the largest fleet ever of midget ocean racers: nine boats,

Drewery on **Doctor Who**, while Frances 'Frog' Ross is going with Brian Battuello on **Lost in Space**. The 50-footer fleet is also the largest and most competitive in history, with **six SC 50s** (*Incantation*, *Octavia*, *Oaxaca*, *Dolphin Dance*, *Rollercoaster*, *Yukon Jack*), the Soverel 50 **Redhead**, and **True Blue**.

'Not as much fun, but maybe interesting facts': According to Pac Cup staff commodore Jim Quanci, "The entry deadline was April 1, so we're not accepting anyone else. We've got **73 entries**, of which four are on the waiting list. Yes, it looks like we'll be saying 'sorry, no room' to the waiting list boats for the first time ever." . . . **True Blue**, incidentally, will be under charter to offshore veterans Rod and Malcolm Park. To refresh everyone's memory, Australian David Adams sailed this Scott Jutson design to victory in the 50-foot class in the last BOC Round the World Race, beating some of the 60s on several legs. It's obviously a quick boat, one which could threaten Stan Honey and Paul Simonsen's doublehanded record of 8 days, 20 hours, set with the SC 70 **Mongoose** in 1992. The tall-rigged, light

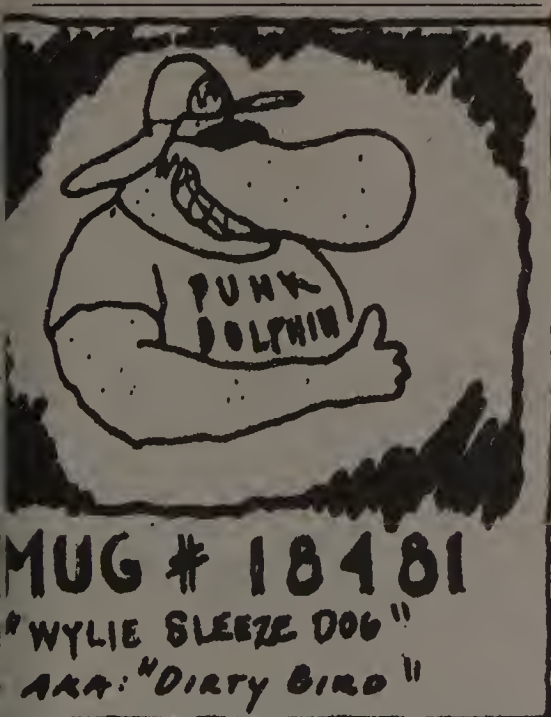
dotted line. At least a half dozen other boats are rumored to be close to joining in, including a few first-to-finish candidates — **Nai'a** (Shuttleworth 36, Mike Reppy) and the Seattle-based **Wild Thing** (BOC 60, Ray Thayer). The latter boat was just rated by the San Francisco PHRF committee at -102, the lowest monohull number ever dispensed locally. Entries for the SSS TransPac close on May 31, and a qualifying run of at least 400 miles must have been completed within the previous year. Look for our full-length preview in the next issue.

Windfall profit: The Bay Area PHRF board, which meets monthly over a takeout dinner at the YRA office, may be eating better food in the coming months ("No more Kentucky Fried Chicken!" they've vowed). Seems that some of the more savvy Pacific Cup racers — maybe a third of the fleet now — have discovered how to exploit a glaring **PHRF loophole**. The way the rule is currently written, boats that remove their 150% genoas and carry only a 125% jib (or less), receive a juicy 6 second a mile rating break. For downwind distance races, especially when sailing shorthanded, this is obviously worth the trade-off (it's worth about four hours in the Pac Cup).

"We told the Pac Cup race committee to nip this nonsense in the bud, and use only base ratings," claimed an anonymous Pin-head Poobah. "They didn't want to hear it — seems one of their officers just paid for his 125% . . . Let's see, at \$15 to change your rating, and \$15 to change it back after the race, times potentially 60-some boats. . . Hey, let's meet at a fancy restaurant next month!" Sailmakers with recent orders for new #2s are laughing out loud, too.

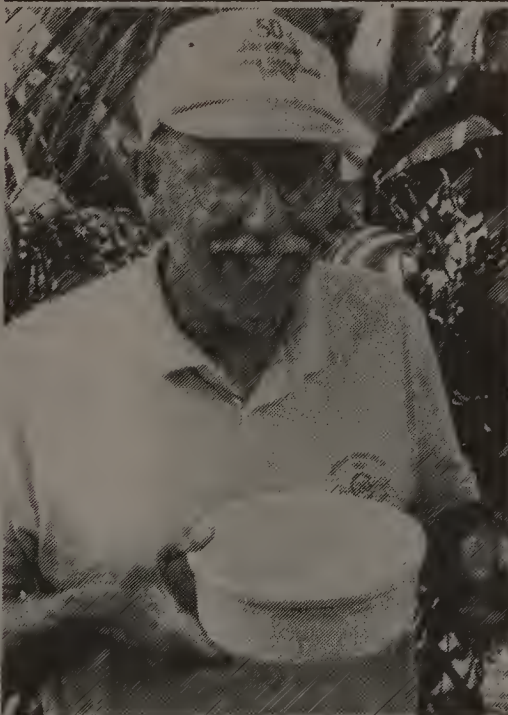
Travelling man: **Dee Smith**, Nevada's finest (and probably only) offshore sailor, has a busy summer planned. He'll spend all of June in Europe campaigning the new Polish J/V-designed ILC 40 **MK Cafe**. After the ILC 40 Worlds in July in Greece, he'll stop by the Great Lakes for the Chicago-Mackinaw Race on the CM 1200 **Vim**. Then, it's off to the Kenwood Cup aboard one of his regular rides, the Mumm 36 **Jameson Whiskey**. Dee will also be sailing **JW** at the Big Boat Series and the subsequent **Mumm 36 Worlds**. The latter event, slated for early October on the Bay, is expected to attract about 20 boats from around the world — it should be awesome!

Sale boats of the month: The R/P 78 **Windquest** is now in Newport, RI, under a new name, **Alexia**, and a new owner, Alberto Roemmers of Argentina. The boat, which started life as a 'lake boat', is being beefed up for more offshore performance. **Alexia** will do the Bermuda Race (June 21) and then spend the summer on the Mediterranean



Singlehanded Farallones winner Jonathan Livingston turned camera-shy on us, but did fax over this self-portrait.

including two Moore 24s and two Merit 25s, are entered. In a circumstance that redefines level-racing, a pair of twin rocket-scientist sisters (they both literally hold PhDs in physics!) will be pitted against each other in the Merits: Caroline Ross will sail with John



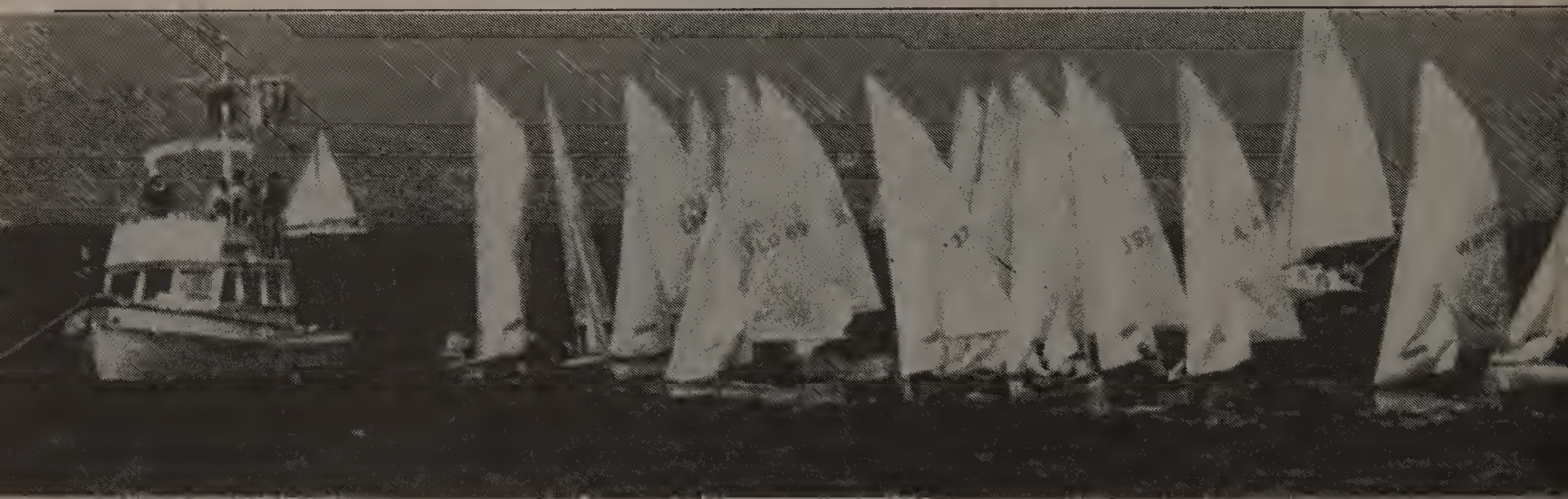
Peter 'Never Say Die' Jones ('Emerald') outlasted his class in both Farallones races last month. Offshore, Peter is known to eat out of a dog dish.

(14,500 pounds before water ballast), low freeboard machine is due to arrive in Santa Cruz in mid-May.

Holy road to Hanalei: Three more solo pilgrims have paid up for June 29's **Singlehanded TransPac**. In addition to the nine earlybirds mentioned last month, Mark Deppe (*Beserker*, Ericson 38), Eric Jungemann (*Big Mon*, Olson 30) and Gary Helms (*Bad Boy*, F-31) have now signed on the

LATITUDE ARCHIVES

# THE RACING



racing circuit. . . The Andrews 54 **Persuasion**, part of Neil Barth's vast armada, was recently purchased by John Buchan of Seattle. . . **Aldora**, Dave Dillehay's pretty Andrews 56, has apparently been purchased by local sailor Richard Leute, who previously owned the SC 50 **Acey Deucy**. It's a nice change to see a big boat coming to the Bay Area rather than leaving! . . . Yet another Andrews creation, the 55-footer **BoBo** (ex-**Cantata**) was donated to Orange Coast College awhile back. They recently sold the boat to Oceanside's Ron Kuntz, who's moving up from his aging N/M 44 **Travieso**.

Santa Cruz Yachts reports that **SC 52 hull #10** will roll out of the shop in June, going to a Bay Area owner who requests anonymity. SC Yachts has also begun construction on a pair of Whitbread 30 spec boats, and is now cranking out three Ultimate 20s a month! And you thought boat building in Northern California was dead?

Fast out of the box: Alameda electrical engineer John Moore took delivery of his new J/130 **Break'N Wind** up north in December, but hadn't raced it until last month's windy 120-mile Straits of Georgia Race, the local season opener in those parts. Only half the 56-boat fleet finished the Vancouver YC-hosted carnage-fest, which Moore won overall! "It was a nice surprise," allowed John. **Break'N Wind** will arrive on the Bay in May (sisterships **Sceptre** and **Gai-Jin** are already here), and then disappear again for the Pacific Cup in July.

Peak performance: **Jeff Madrigali**, with crew Jim Barton and Kent Massey, just won the **U.S. Soling Nationals** in Punta Gorda, Florida, over a star-studded 35-boat fleet. "The boat's fast and we're feeling really positive going into the Olympic Trials," said Madro, who is spending the time before the May 4-12 showdown (for Solings) tuning with Russell Coutts in Florida. The top ten at the moderately windy 7-race Nationals were: 1) Jeff Madrigali, 21 points; 2) John Koliou, 25; 3) Ed Baird, 31; 4) Bill Abbott, 32; 5) Terry Hutchinson, 33; 6) Gerard Coleman,

45; 7) Bruce Clifford, 45; 8) Hans Fogh, 45; 9) Dave Curtis/Craig Healy, 49; 10) H. Melges, III, 56.

No bull: For the second year in a row — and only the fourth time in 43 editions — the **Bullship Race** for El Toros was a windless bust. All 56 boats, including 8 first-timers, were headed for the Farallones on the building ebb when the time limit expired. At least five past winners were present (Jim Warfield, Dennis Silva, Russ Schroff, Vicki Gilmour and Mark Darley), but it was a 'gray fox' — 67-year-old Gordon Nash, Sr. — who was out front when the cowships rounded up the herd. "In the future, we'll consider starting later in the morning in order to get a little more wind," said race chairman Gary

Gates.

Slip slidin' away? Monterey Peninsula YC's **Año Nuevo Race** on April 13 attracted only nine boats, causing some observers to wonder how much longer the race will continue to exist. According to regatta chairman Dave Morris, the faithful few were rewarded with "an easy and pleasant sail" in winds between 12-18 knots, with the usual evening glass-off near the finish line in Monterey. "It blew up to 40 knots the day before, which may have scared off some boats," said Morris. First home in the 56.5-mile race was Jim Ryley's SC 70 **Mirage**, crossing the line around 7:15 p.m. to claim class and overall honors. Second in Class A went to **Jack Rabbit** (N/M 39, Dave Liggett);

## BOX SCORES

So many races, so little time. . . We think it was John Steinbeck who once related the story of an Army cook who just about killed himself providing the men with the best meals he could. Until one day he came to the sudden, awful realization that "you can never feed a man once and for all."

We feel sort of the same way about *The Racing Sheet*. Sure, we'd like to do full-up, blow-em-away 'gourmet' six-pagers on each of the races listed herein, but the truth is it probably would kill us. . . so we invented *Box Scores* as a 'fast food' alternative. What can we say, except *bon appetit!*

### rites of Spring (OYC; March 24; 16.8 miles)

DIV. I — 1) **Topper**, Moore 24, Rich Korman; 2) **Rumbleseat**, 30 Square Meter, Bruce Schwab; 3) **Tinsley Light**, Santana 35, Hank Grandin; 4) **Red Hawk**, SC 40, Lou Pambianco; 5) **Defiance**, SC 40, Steve Pringle. (14 boats)

DIV. II — 1) **Current Asset**, Islander 30 Mk. II, John Bowen; 2) **Blitzen**, Ranger 23, Michael & Jennifer Polkabila; 3) **Chesapeake**, Merit 25, Jim Fair; 4) **Ya Think?**, Cal 20, Ted Rogers; 5) **The Usual Suspects**, Merit 25, Steve Zevanove. (16 boats)

DIV. III (non-spinnaker) — 1) **Joanna**, Irwin 30, Martin Jemo; 2) **Bacarot**, Peterson 34, Dave Reed;

3) **Take Five**, Olson 25, John Tuma. (10 boats)

DIV. IV (women's doublehanded) — 1) **Nanook**, Ranger 23, Jane Jepson & Cathy Munn. (3 boats)

DIV. V (singlehanded) — 1) **Happy Trails**, Valiant 40, David Bennett; 2) **Bravo**, Pretorien 35, Fred Hess. (5 boats)

### MELGES 24 POCs (San Diego YC; March 29-31)

1) **Choices IV**, Dave Champion, 12.5 points; 2) **Casey Jones**, Don Jesberg, 31.75; 3) **GI Joe**, Steve Grillon, 33; 4) **Rush**, Dave Chapin, 35; 5) **Cherries**, Herb Cole, 36; 6) **Powerbar**, Seadon Wijsen/Darin Buchalter, 41.75; 7) **Joker II**, Ken Kieding, 43.75; 8) **Bazooka Joe**, Golison/Hollyday, 50; 9) **Sabotage**, Jeff Thorpe, 54.75; 10) **Sea Monster**, John Oldham, 55. (35 boats)

(7 races; 1 throwout)

### WHEELER REGATTA (Berkeley YC; March 30-31)

DIV. I (0-125) — 1) **Bodacious**, Farr 40, John Clauser, 2.75 points; 2) **Petard**, Farr 36, Keith Buck, 2.75; 3) **Run Wild**, Olson 30, Al Holt, 6. (8 boats)

DIV. II (126-167) — 1) **Sunshine Express**, Express 27, Aidan Collins, 5.75 points; 2) (tie) **Zilla**, B-25, Mark Thomas and Ixxis, Olson 911-S, Ed Durbin, 6. (7 boats)

DIV. III (168-204) — 1) **Latin Lass**, Catalina 27, Bill Chapman, 2.75 points; 2) **Leio Too**, Tartan 30, Emile Carles, 3.75; 3) **Freyja**, Catalina 27, Larry



LATITUDE/ROB

One of 22 typically crazy starts at the StFYC Collegiate Invitational — and you thought your fleet was aggressive!

third was Zeus (MacGregor 65, Doug Deppe). Class B shaped up as follows: 1) *Excalibur* (SC 27, Jeff Smith); 2) *Gandalf* (Santana 35, Carl Quitzau); 3) *Bustin' Loose* (Santana 30/30, Jeff Pulford).

Random notes: David Reeds, a 36-year-old Fremont sailor, claims he's finalizing sponsorship contracts with several Silicon Valley companies for funding a custom 50-footer in the 'Around Alone 1998-99' (formerly the BOC Challenge). Reeds, who works at Trimble Navigation, intends to name his boat *Silicon Valley*. . . MYCO's

360-mile **Catalina Race**, scheduled for June 16, unfortunately hasn't attracted a lot of interest to date. "The response has been pretty disappointing," allowed chairman Bob Gray. "So far, we've sent out over a dozen race packets, but only have two entries — one of which is mine. Call me soon at (510) 530-4162 if you're interested in the race!"

May paydays: At least a dozen 11:Metres are expected to show up for the **Citibank Spring Cup Regatta** at Pier 39 on May 18-19. Entered so far in the \$10,000 dash for cash are Kenny Kieding, Seadon, Wijsen, Peter Stoneberg, **Dave Ullman**, Joe Hulse, Ben Wells, Jeff Madrigali, Mike Ratiani and John Sweeney. Veteran race manager Jim Taylor will run the fleet-racing regatta, while

KPIX meteorologist Zach Berkowitz will call the action for spectators on Pier 39.

Ten days later, on May 28-June 2, the **Brut Cup** returns to St. Francis YC, bigger and better than ever. Somehow, the local J/105 fleet was coerced again into sacrificing — oops, we mean donating — their boats for the \$25,000 competition. The line-up of competitors is particularly awesome this year: **Ed Baird**, Gavin and Jim Brady (no relation), Paul Cayard, Russell Coutts, Peter Holmberg, JJ Isler, Morgan Larson, Chris Law, Jeff Madrigali, Thierry Peponnet and several other competitors TBA, including the winners from the Spring Citibank Regatta and the J/24 class at the Leukemia Cup. Talk about rockstars!

Clash of the Titans, Chapter I: Results of the **inaugural turbo-sled buoy skirmish**, hosted by Cabrillo Beach YC on April 20-21, were inconclusive for several reasons. The record will show that *Cheval* (Andrews 70+, Hal Ward/Gary Weisman) won the windy four-race series on a tiebreaker with *Victoria* (Andrews 70+, Mike Campbell/Pete Heck), while *Pyewacket* (SC 70+, Roy Disney/Robbie Haines) finished a consistent third in every race. The first day featured handicap racing (*Cheval* owed *Pyewacket* 3 seconds and *Victoria* 6), and the second day was level-racing. The first race each day was an owner/driver deal, while the sailmakers got

## BOX SCORES

Nelson, 6. (9 boats)

DIV. IV (205-up) — 1) *Anemone*, Santana 22, Hank Lindman, 4.75 points; 2) (tie) *Shazam!*, Santana 22, Bud Sandkulla, and *Carlos*, Santana 22, Bob Ward, 5. (9 boats)

PURSUIT RACE — 1) *Zilla*; 2) *Ixxis*; 3) *Petard*; 4) *Lelo Too*; 5) *Hot Chocolate*; 6) *Anemone*; 7) *Bodacious*; 8) *Carlos*; 9) *Darf*; 10) *Scoop*. (27 boats)

**COMMODORE'S REGATTA #1 (SCYC, March 30):**

DIV. I — 1) *Ingrid*, SC 52, Bill Turpin; 2) *Hanalei Express*, SC 27, Roger Sturgeon/Rob Schuyler; 3) *Wildfire*, Moore 24, Ruderman/Conerly. (7 boats)

DIV. II — 1) *Jersey Girl*, SC 27, Greg Miller; 2) *Star Raiders*, Star, Quadros/Samuels. (5 boats) (12.3 miles)

**SPRING SCORE #1 (Santa Cruz YC, March 31):**

DIV. I — 1) *Absolute* 88, Wylie 37, Keith MacBeth; 2) *Tacos Pescodose*, Olson 30, 'Boston'. (5 boats)

DIV. II — 1) *Summertime*, Moore 24 prototype, Dennis Bassano, etc.; 2) *Wildfire*, Moore 24, Ruderman/Conerly; 3) *Carnaval*, Santana 35, Bill Keller; 4) *Rapid Transit*, Moore 24, Shana Rosenfeld; 5) *Nobody's Girl*, Moore 24, Syd Moore. (12 boats)

DIV. III — 1) *Gail's Warning*, Cal 22, Paul

Nichols; 2) *Pau Hana*, J/24, Cliff McNamara; 3) *Moonchild*, Olson 25, Tim Kelbert. (7 boats)

**ELVSTROM/ZELLERBACH (StFYC, March 30-31):**

LASER — 1) Matt McQueen, 8 points; 2) Patrick Andreasen, 10; 3) Nick Pullen, 11; 4) Doug Nugent, 19; 5) Will Benedict, 24; 6) Alex Mehran, 39; 7) Jim Christopher, 41; 8) Phil Perkins, 42; 9) Gerry Swinton, 42; 10) Andy Tuthill, 46. (23 boats)

IMCO — 1) Jeff Olson, 5 points; 2) John Callahan, 10; 3) Gregory Foulkes, 13; 4) Al Mirel, 20; 5) Chip Wasson, 27. (11 boats)

EUROPE — 1) Sharon Alexander, 13 points; 2) Lynn Olinger, 13; 3) Rebecca Harris, 14; 4) Jonathan Knight, 17; 5) Tom Alexander, 17. (10 boats)

LASER II — 1) Brent Harrill/Brendan Richards; 6 points. (2 boats) (6 races; 1 throwout)

**LASER NORCAL OPEN (Santa Cruz YC, April 6-7):**

1) Nick Pullen (Nova Scotia), 3.75 points; 2) Will Benedict, 10; 3) Chad Freitas, 19; 4) Jim Christopher, 22.75; 5) Gerry Swinton, 23; 6) Simon Bell, 24; 7) Jon Howell, 26; 8) Buff Wendt, 39; 9) Matt Niccolls, 47; 10) Jon Henderson, 50. (15 boats — 6 races; 1 throwout)

**COLLEGIATE INVITATIONAL (StFYC, April 6-7):**

DIV. A — 1) Univ. of Hawaii, Jesse Andrews/

Heather Akita, 41 points; 2) Stanford, Adam Lowry/Mara Holian, 48; 3) Stanford, John Meade/Jessica Knape, 50; 4) Stanford, Alice Manard/Heather Rogers, 54; 5) USC, Mike Uznis/Galleen McIlvery, 67. (25 boats)

DIV. B — 1) Univ. of Hawaii, Patrick Whitmarsh/Kathleen Hoganson, 39 points; 2) Stanford, Steve Kleha/Adrienne Stoltz, 49; 3) Stanford, Kevin Pidduck/Barry Kang, 54; 4) Univ. of Hawaii, Chris Jewett/Norlen Muroski, 63; 5) UC Berkeley, Alan Carmichael/Whitney Finster, 71. (25 boats)

(11 races in FJs)

**U.S. YACHT CLUB CHALLENGE (Newport Harbor YC, April 10-13):**

CATALINA 37 (60%) — 1) Bayview YC, George Uznis, 24 points; 2) Houston YC, Farley Fontenot, 27; 3) Annapolis YC, John White, 27.5; 4) San Diego YC, John Driscoll, 27.75; 5) Seattle YC, Keith Lorence, 29.75; 6) Newport Harbor YC, David Blackman, 32; 7) Larchmont YC, Andrew Kaplan, 35.75; 8) St. Petersburg YC, Howard Miller, 36.75; 9) St. Francis YC, Seadon Wijsen, 46; 10) Chicago YC, Michael Mayer, 48. (10 boats)

FLYING JUNIORS (20%) — 1) Chicago YC, 12.5 points; 2) St. Petersburg YC, 20.5; 3) San Diego YC, 20.75; 4) Newport Harbor YC, 26; 5) Annapolis YC, 28. (10 boats)

# THE RACING SHEET

to steer the second. "I'm still trying to sort out what I saw," said *Cheval* navigator Mark Rudiger. "Basically, it looks like *Victoria* has upwind speed, while *Cheval* and *Pyewacket* are faster downwind."

Meanwhile, the regular 'low octane' sleds convened at Newport Harbor YC's **Ahman-son Regatta** on the same weekend. Brack Duker's SC 70 *Evolution* showed devastating light air speed in taking the four-race series off *Taxi Dancer* (R/P 70, Don Hughes) by 1½ points. Richard Blatt's SC 70 *Holua* was a distant third in the 7-boat fleet. In a good news/bad news scenario, Lou Grasso, the new charterer of *Kathmandu*, got his thumb chopped off by his boat's mainsheet block. He was rushed ashore to the plastic surgeon, where the **errant thumb** (which had been fished out of the block and put on ice) was happily reattached. The doctor even assured Grasso that the injury won't affect his golf game!

One design gods: Robert Scheidt of Brazil just won the '96 **Laser Worlds** in South Africa over a 134-boat fleet. Eleven U.S. sailors competed, with Nick Adamson topping our contingent in 17th place. . . The 41st **505 Worlds** in Australia attracted a 101-boat fleet. Any of five boats could have won the gold medal going into the last race, with Paul Towers of Great Britain ultimately coming out on top. SoCal's **Howie Hamlin**



COURTESY RONSTAN

*Thanks for the fun, Alistair.*

and crew **Cam Lewis** finished second overall, the top U.S. representatives. . . Russian sailor Georgi Shaidwon won his first **Soling Worlds** in Italy over a 63-boat field. Terry Hutchinson was the highest-scoring American, finishing 14th.

Bear market: 28 boats participated in some or all of South Beach YC's 20-race "**It Ain't Over 'Til It's Over**" winter race series. Boats named *Dancing Bear* won both

classes — what are the odds of that? Ray Hall and Joe Askins' Catalina 30 *Dancing Bear* took the spinny division, while Bob Hume's Serendipity 43 of the same name was the top white sails boat. . .

The **U.S. Olympic Trials** are already underway in some of the other classes. As we go to press, **John Kostecki** and Paul Cayard are neck-and-neck for the Star title, with Mark Reynolds and Vince Brun not far behind. The Finn class is coming down to a showdown between **Sam Kerner** and Brian Ledbetter, though Russ Silvestri wasn't too far back in fifth. If you want to follow the Olympic Trials in cyberspace, check out this new web site: <http://www.SavaNews.com>.

More random race notes: **Alan McNab**, form-er bowman on the J/35 *Major Damage*, crewed on the Bashford 41 that just won the inaugural 690-mile Hong Kong to Vietnam Race. . . Ronstan executive, three-time 11:Metre champ, and all-around good guy **Alistair Murray** has been recalled to his homeland of Australia. He's leaving the Bay Area on July 1. Our loss is Ronstan's gain — apparently they're kicking Alistair even higher up the corporate ladder. . . Call David James at 445-4238 if you're interested in participating in the **Area G sail-offs** for the Mallory (men), Adams (women) or Lloyd Phoenix (big boats) national championships. The eliminations will be hosted by San Francisco YC on July 13-14.

Even more random race notes: Tom Akin of Tiburon scored the big raffle prize — a **Toyota RA-4** sports utility vehicle — at the Jeff Madrigali/SOC '96 fundraiser at San Francisco YC on April 11. . . The **Ski/Sail National Championship** at Lake Tahoe on April 19-20 was a bit hit. Combined results of skiing and Laser sailing saw Steve Fleckenstein top the 20-player field. Greg Dorland's team took the ski/Melgi portion of the competition going away. Look for more on this event next month.

Coastal Cup update: Ten boats have already signed up for Encinal YC's fifth annual **277-mile jaunt to Santa Barbara** on June 29. The list so far includes *Petard* (Farr 36), *Mintaka* (C&C 36), *Mostly Harmless* (SR 33), *Takeoff* (Laser 28), *Gray Eagle* (Valiant 40), *Sceptre* (J/130), *Two Scoops* (Express 34), *Scoop* (Wylie 34), *Balzaphire* (Islander 28) and *Run Wild* (Olson 30) — and it's growing every week. "I personally guarantee great wind this year," declared race official Ed Milano. "No more of this light air nonsense!" Sign-ups for the race go on until June 23, and early indications are for a large fleet. If Ed delivers on his promise, the SC 52 *Two Dog Gone's* '94 record of 35½ hours could well be blown away. Call the club at (510) 522-3272 for info and/or an entry package.

## BOX SCORES

**LASER (20%)** — 1) Seattle YC, 7.75 points; 2) St. Petersburg YC, 14; 3) San Diego YC, 22; 4) Newport Harbor YC, 26.75; 5) Houston YC, 30. (10 boats)

**OVERALL** — 1) San Diego YC, 18 points; 2) Bayview Yc, 19; 3) Houston YC, 20; 4) Annapolis YC, 22; 5) Seattle YC, 22; 6) Newport Harbor YC, 26; 7) St. Petersburg YC, 28; 8) Larchmont YC, 35; 9) Chicago YC, 38; 10) St. Francis YC, 47. (10 teams) (6 races; no throwouts)

### SBRA SEASON OPENER (RYC; April 13-14):

**SUNFISH** — 1) Bob Cronin, 4.25 points; 2) Darryl Coe, 6.5. (5 boats)

**BYTE** — 1) Michele Logan, 5.25 points; 2) Gene Harris, 9; 3) Gall Yando, 12; 4) Deidre Harriman, 19. (10 points)

**LASER** — 1) Chad Freitas, 2.25 points; 2) Chuck Asper, 4.75; 3) Dan Malpas, 10; 4) Jonathan Howell, 13. (9 boats)

**IC** — 1) Del Olsen, 3 points; 2) Dawn Miller, 6.75. (5 boats)

**SNIPE** — 1) Mack/Su, 5.75 points; 2) Shawn Bennett/Debbie Hall, 10.75; 3) Samus Wilmot/Kit-rena Swanson, 12; 4) David Odell, 14.75. (9 boats)

**JY 15** — 1) Barbara Ouellet, 2.25 points; 2) Bill Wall, 5.75. (5 boats)

**FJ** — 1) Aitken Thomas, 3.5 points; 2) Linda Brandon/Lori Pacmquist, 4.75. (6 boats)

**FIREBALL** — 1) Allison Jolly/Mark Elliot, 2.25 points; 2) #11192, 5.75. (5 boats)

**LASER II** — 1) Simon Bell/LeeAnn Need, 6.5 points; 2) Rusty Canada, 9.75; 3) Rufus Sjoberg, 9.75; 4) Gary Bergeron, 15. (10 boats)

**I-14** — 1) Bates/Schmidt, 5.5 points; 2) Rand Arnold/Eric Slusser, 7.5; 3) Paul Galvez, 9.75; 4) Larry Craig/Tom Rankin, 13. (11 boats)

**THISTLE** — 1) Ron Smith, 3 points; 2) Eric Stoelting, 10.75; 3) Musto Gunan, 11. (6 boats)

**DAYSAILOR** — 1) Len Flock, 2.25 points. (3 boats)

**LIGHTNING** — 1) Mike Molina, 6.75 points. (3 boats)

**WABBIT** — 1) (tie) Bill Partridge and Mark Harpainter, 8.5 points; 3) Colin Moore, 9.75; 4) Kim Desenberg, 14. (8 boats)

**PORTSMOUTH** — 1) Bart Harris, Johnson 18, 3 points. (3 boats)

### CLEAR LAKE MONSTER (Konocti Bay SC; Apr. 20):

**MONSTER (26 miles)** — 1) **Resolution**, Venture 21, Jim Christopher; 2) **Williwa**, Ranger 23, Wayne Hallenbeck; 3) **Sante**, Capri 26, Jim Westman. (18 boats)

**MINI-MONSTER (16 miles)** — 1) **Li'l Bit**, Ranger 23, Russ Clifton; 2) **Mountain Mist**, SJ 24, Vic Carder; 3) **No Name**, Catalina 25, Peter Nolasco. (12 boats)

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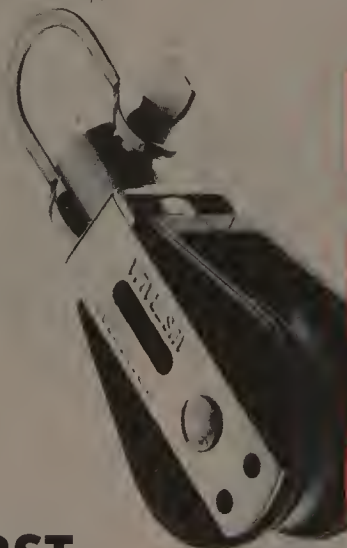
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# CHANGES

With reports this month from **Queen Ester** in Virginia after nearly completing a circumnavigation; from **Outa Here** on adventures between Kenya and Israel; from **Ge-Ja** in Fiji and New Caledonia; from **Fog City** in Whangarei; from **Peregrina** in Greece and Turkey; from **Spindrift** on a second cruise in Mexico; and **Cruise Notes**.

## Queen Ester — 44-ft Steel Ketch The Brent & Debbie Baker Family Vacation That Got Carried Away (Crescent City / Hawaii)

Our family — which includes our daughters Jenny, 18, and Connie, 14 — are originally from the Bay Area; Manteca to be exact. We sailed to Hawaii a few years ago, where Brent took a job as the port captain for a tug company. In June of '94, we left Hawaii on a "small vacation" aboard the steel ketch I'd built 14 years before. Well, the vacation got out of hand, and we're now in Virginia, having completed most of a circumnavigation. Brent will be the only one

*The Baker girls: Connie, Jenny, and Debbie, with a big one they reeled in off Fiji in '94 during 'the vacation that got carried away.'*



to circle the globe, however, as Debbie and the girls are working or in school while he brings the boat through the Canal and back home to California.

We want to share a poem our daughter wrote, but first we need to tell the story behind it. While sailing across the top of Australia in the Arafura Sea, we accidentally stranded our steel ketch on a remote reef for 27 hours. It had been a grave error in judgement, as it was to be the last spring tide of the month. Exposed to the open ocean, we constantly worried that a boat-destroying swell might come up before we could get our 'home' free once again.

To say the situation was 'unpleasant' would be an understatement. We were being attacked by mosquitoes from the mangroves, it was very hot, the boat was heeled over 40 degrees, and what wasn't mud beneath us was water infested with poisonous snakes, sharks and man-eating crocs. It was not a happy time for our family.

During the black of night, fears were expressed and tears were shed — especially when Debbie had to jump into waist-deep water to reset the anchors. But the tears everyone shed then were nothing compared to the tears that fell when we realized — at dawn no less — that our boat was coming off the reef!

Most every sailor knows we prayed a lot that night. At low tide — when our morale was also at its lowest — our youngest daughter Connie expressed our feelings with the following poem:

*I love my boat,  
so I wrote  
I wish I could tote,  
my boat . . .*

Perhaps you had to be there, but those few words have a great meaning to our family.

— the bakers 3/13/96

## See Adler — Valiant 40 Ingo & Espie Jevé The Thief That Didn't Get Away (San Francisco)

After one false start, we left San Francisco in February and dropped the hook in La Paz on March 28. At 0100 on the 29th, some noise on deck awoke me. Upon

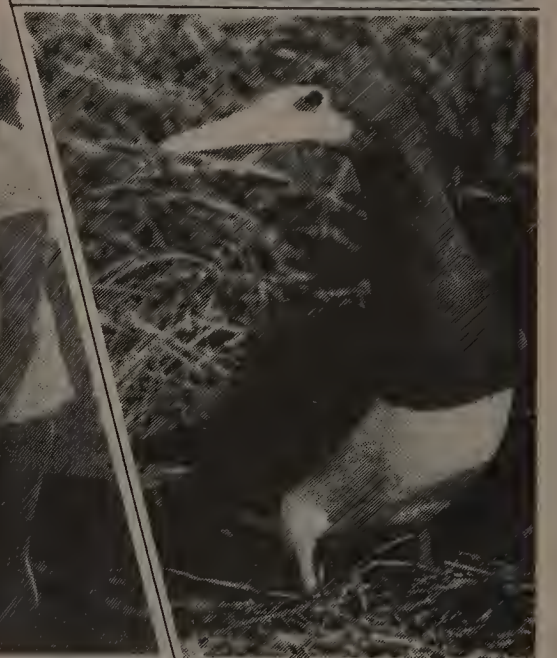
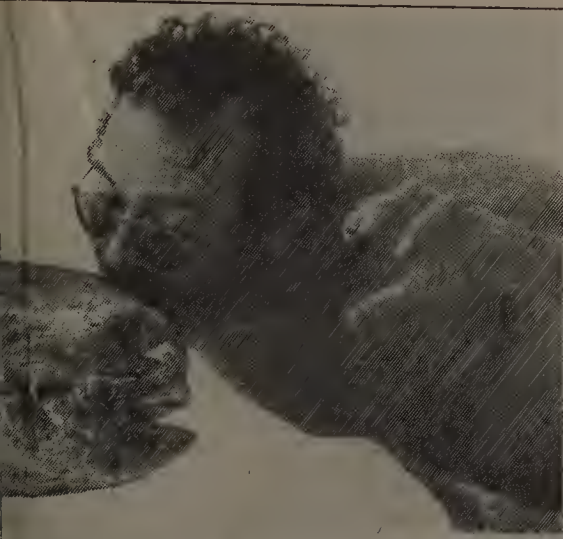


investigation, I discovered a man of 25 or so untying the Avon we had on deck. He'd already removed the outboard we keep fastened to the stern pulpit, and put it into an outboard-powered dinghy that he'd previously stolen!

The thief and I had a short struggle before he managed to scramble overboard and into the dink. While in the dink, he tried to strike me with a paddle — which ended up on our boat. He couldn't make a clean getaway, however, as he was unable to get the stolen outboard started.

As he frantically tried to escape, we called out for help. Carlos Solis from Water Works and Marina de La Paz was the first to respond. He alerted the police and then got into his panga to search for the thief. Two Americans also joined in the search. It was great getting that kind of assistance, and I want to thank these folks.

The robber was apprehended, and Solis was good enough to act as our interpreter,



ALL PHOTOS LATITUDE 38/RICHARD

*Isla Isabella is pretty much the same today as it was in the '70s when these shots of Ingo and Espie, Max and Vera, and Kathleen McCarthy were taken.*

both at the police station and later when I had to pick out the thief from a line-up. What a great help Carlos was.

We're soon about to sail further into the Sea of Cortez with our Valiant 40, retracing the path we took in '79 aboard our Cascade 36 *Born Free*. It was then that we met the Wanderer, who was sailing aboard Max and Vera's *Bounty II Maverick*.

— ingo & espie 4/5/96

*Ingo & Espie — We're glad you got your dinghy back — and the assistance you needed.*

*We're also tickled to be reminded of those days 17 years ago when we first met you. So tickled that we've published some photos from the day we spent together on and around Isla Isabella.*

## **Outa Here — Farr 55 Dick & B.J. Deaver Kenya To Israel (Long Beach)**

After a brief visit back to California in February and March of '95 to visit family and friends, to shop — and for the highlight — for Dick to participate in a Master's Congressional Cup, we loaded our duffle bags and headed east halfway around the world to rejoin *Outa Here* in Kenya for 'Cruisin' '95'.

Following several days of rain and squalls, a window of good weather opened, so on April 12 we were out'a there on a passage that would take us from Kenya — and along the coast of Somalia, Djibouti, and Ethiopia — to Eritrea in the Red Sea. This would be our second longest sail in six years of cruising, but it was the most challenging because of the amount of

navigation required, because of all the sail changes that had to be made, and because we had to constantly be on guard for ships.

While reaching in a light breeze one night, we heard a mild crash on the foredeck. It seems that a lower shroud on the leeward side of the mast had wiggled around so much that it had 'work-hardened' and broke at the mast tang. It then fell directly into the dinghy — spearing a plastic gas jug in the process! There was no real harm done, but it reinforced our suspicion that we'd be a 'motorboat' for the 1,000-mile beat to Suez. Because of the paucity of rigging shops on the east coast of Somalia, we would not be able to replace that shroud for several months.

We gave a wide berth to the Somalia coast because there had been more ship pirating incidents there — five — than anywhere in the world for the year 1994. None of the incidents involved cruising yachts, however. Like most cruisers, we

# CHANGES

planned to stop at Aden, but since we'd had gentle and constant wind and were able to conserve fuel, we continued on to the Red Sea.

After 14 days at sea, we arrived at Shumma Island, Eritrea — a 'beaut' spot to resume the relaxed cruising mode. There were camels and goats on the beach, superb snorkeling, hot days that kept us in the water a lot, and gorgeous starry nights. From here we went into Massawa, where we actually checked into the country. Having had been in a state of constant hostility with Ethiopia for several decades up until '93, Eritrea had only started welcoming yachts in '94.

Although the seaside city of Massawa was battered as a result of years of fighting, it was nonetheless interesting. The friendly locals only had a few provisions to sell, and what veggies they did have were 'tired' from the long trip from the interior.

A long passage through the reef brought us to Suakin, which is just south of Port Sudan. Suakin has a modern wharf complex from which vessels continually arrive and depart for the Saudi Arabian cities of Jeddah and Mecca — which are just across the Red Sea. After squeezing through even more reefs, we anchored in 15 feet of water — with a quarter-mile diameter ancient island/city in ruins as a backdrop. We were able to see photos taken of the place 90 years ago in its heyday, and could tell that it had once been a sophisticated place with an active harbor. What happened was that the merchants moved to Port Sudan for economic reasons in the '20s and took with them the actual cornerstones and coral bricks from their buildings! This began the initial collapse of the city that time and wind have now pretty much completed.

On the mainland side of the short causeway was the local market where camels and their drivers gather from miles around each morning. We never saw that kind of gathering in California, but it's normal for this part of the world.

One of the locals took us on a tour of the area, which included the Bedouin (Sudan nomads) camps and even further into the desert to the camps of the Rai Shek, the local smugglers. Even though they are wealthy, the smugglers still live out in the barren desert, jerry canning water in, and keeping herds of goats as 'cover' for their more profitable primary occupation. Having checked into Sudan, and after getting some of the local pita bread and finding the best in veggies, we were ready to go 'marsa hopping'.

LATITUDE 38/RICHARD



We're not sure of the geological process that created the *marsas* — the little inlets through the reef and back into the desert — but the coasts of Sudan and Egypt are lined with them. A typical *marsa* is only about 100 feet across at the entrance, then extends anywhere from a quarter mile to four miles inland. These *marsas* are full of scenic wonders and make for great protected anchorages. They are fun, too, as we snorkeled, fished and shelled at the entrances.

Each of the *marsas* was unique. After stopping at one, for example, we rode camels inland for an hour. The entire time we were able to see *Outa Here* secure in the anchorage. Another *marsa* had a navy outpost where officials came out in an ancient patrol boat to check our papers. The bow gun on the boat was so old it was rusted into position, but they manned it anyway in what must have been an attempt at intimidation.

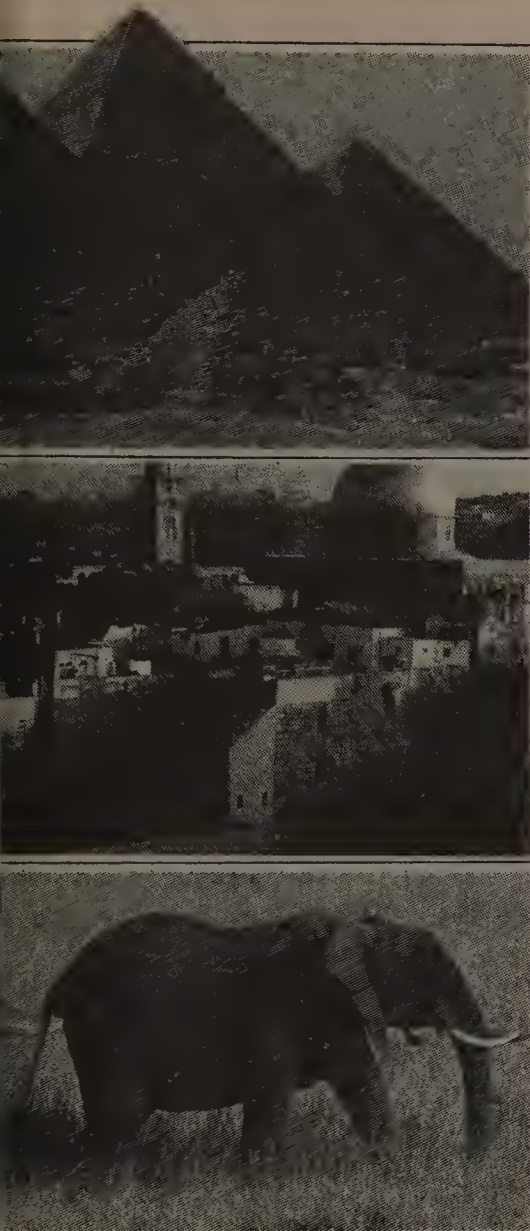
If you could visualize the Palm Springs valley partially filled with water, you'd get an idea of what the coast of Sudan and Egypt

*The Deavers 'hanging around' Nassau in '81 (top left), their boat in Mexico (bottom left), and places they visited in '95 (right side).*

are like. It's hot, dry desert, and the shore seems to go on forever — but just 20 miles inland there were 7,000-ft mountains. Since the weather remained favorable, we took our time hopping between *marsas*, enjoying the days in the sun and then watching taped football games at night.

You probably noticed we haven't mentioned any other boats; that's because we were between groups. We left ahead of our Mtwapa Creek buddies from Kenya, who as a result of persistent calms got further delayed by having to stop to refuel in Aden. So they were nearly a month behind us. The group of yachts that had come across from Thailand had arrived several months earlier, so even the stragglers in that group were a month ahead of us. Thus we had the Red Sea to ourselves — and we savored the experience.

By now it was June, time for the seasonal weather change and the notorious strong Red Sea winds right on the nose. The boats ahead of us reported lots more wind and having to hole up for as much as a week at a



time. When the wind finally reached us, we were stuck at the border of Sudan and Egypt — where an attempt was later made to assassinate President Mubarek.

As the wind gusted to 30 knots — as is common in the Red Sea at this time of year — we made cinnamon rolls, applesauce bread, rye bread, brownies, watched football games and movies, and even did a few 'fix it' jobs. Thirty knots of wind on the nose isn't that bad, a lot of you are probably thinking. And it's not. What gets you is the chop, which gets shorter and steeper with each additional knot, until the bow just slams into wave after wave. That gets you. Such conditions are not only hard on the boat and crew, they make progress very slow.

Finally the weather improved, and we took off across Foul Bay, a 130-mile stretch of water with few havens. We'd almost made it to our intended *marsa* when the wind came up — this time to 40 knots. So we wound our way through some coral heads at Fury Shoals, to an inside reef that lies just below the surface but nonetheless offers enough protection from the seas. There we listened to the wind howl through the rigging and kept busy by sewing up the mainsail seam

we'd pulled apart while reefing.

We then had a windy overnighter to Safaga, Egypt, where one of our Mtwapa buddies, the *Evergreen* family, finally caught up with us. We toured locally, then took turns watching each other's boat and going 160 kilometers inland through the 110° heat of barren desert to see the incredible 4,000 year-old antiquities of Luxor. We visited the Temple of Karnak, had a sunset sail on the Nile aboard a *felucca*, then enjoyed a light and sound show. Exploring the Valley of Kings — including Tutankhamen and Queen Hatshepsut's tombs — as well as the other ruins and the town of Luxor, wound up being our best two days in Egypt.

Back aboard *Outa Here*, it was time for the 120-mile passage to Port Suez. Everyone ahead had a less-than-pleasant experience on this stretch, and spent lots of time taking refuge from 50-knot winds and the choppiest seas you can imagine. The wind funnels through the narrow passage between the Egyptian and Sinai shores, so it's a real challenge.

During the next 13 days, we stopped at five anchorages and had two overnight passages — one through shipping lanes and oil rigs that was no fun at all! It was quite miserable — especially when we realized we'd drifted into the shipping lane at 0200 with no moon, 35 knots of wind, and two ships bearing down at us at 20 knots. But it didn't last that long, wasn't as bad as it might sound, and we'd do it again. At least Dick says he would.

After that kind of disagreeable weather, even Port Suez looked good. A one-day visit to Cairo seemed about right, and it was. We took in the Mohammed Ali Mosque, the pyramids — the tombs of Luxor are every bit as fascinating — and the museum, which again included a King Tut exhibit. And then we were ready for the Suez Canal.

It takes two legs of about 44 miles each to transit the Suez, and boats are required to have a pilot on both legs. Even though the pilots are paid by the Canal Commission, most expect 'presents' of cigarettes and U.S. dollars. We requested a recommended pilot by name, and our first 44 miles were great. Our second pilot was more typical of the demanding, ungrateful Egyptian. And we Americans send \$2.3 billion to this country?

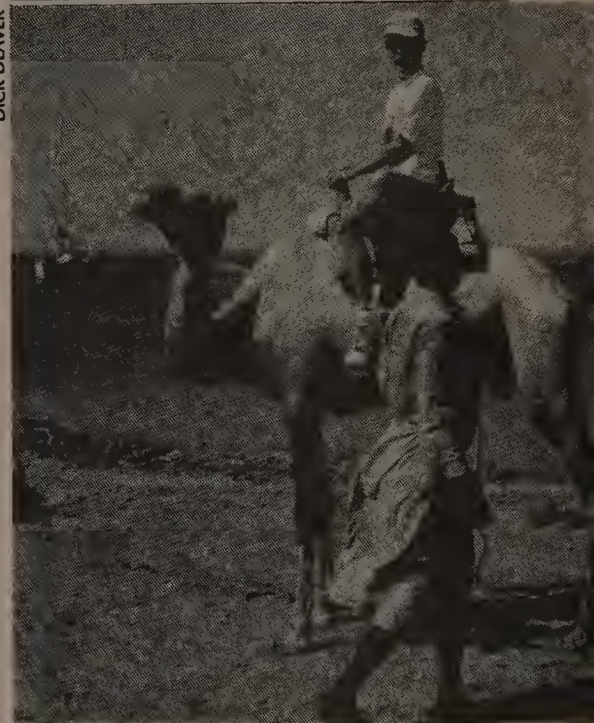
We started our first up the Suez — which was truly a wonder — on July 1. The 'Ditch in the Desert' is only about a football field wide and has sand piled high on both sides.

We'd be powering along a well-marked channel and suddenly there would be a big supertanker heading south. We'd slide over to our side a little more and he'd pass within 100 feet. The Suez is a very busy canal, with 40 ships a day making the transit. The Egyptian shore has settlements every now and then, but the Sinai side is undeveloped — even though two tunnels connect them. When we finally reached Port Said and the Med on July 2, it was with a big sigh of relief and sense of accomplishment. It was definitely the most memorable part of our trip so far.

Since things had been calm in Israel for some time, and as it was on our way, we decided to make the 130-mile overnight passage to the Tel Aviv Marina. Twenty miles away we were circled by an Israeli patrol boat, deck guns at the ready. After identifying ourselves and where we were from, we got the OK to continue on. With Israel getting \$3 billion a year in aid from the U.S., they better had let us in!

Fortunately, there was a spot for us in the downtown marina, so we alternated between wandering about town, touring the

DICK DEEVER



*B.J., who spends most of her sailing aboard 'Outa Here' or flying for United, tries a different mode of transportation in Sudan.*

countryside, and washing Red Sea 'dust' off the boat. Our tour took us to Nazareth and Galilee, where we got a view of the Golan Heights from across the sea. Our guide was terrific: interesting, humorous, and

# CHANGES

informative — so we learned a lot about the country and enjoyed the changing countryside: lush and green, then suddenly dry and rocky. We also visited Jerusalem, seeing Mt. Olive, the Garden of Gethsamane, Mount Zion, Bethlehem, and walked through the old walled city. It was a thought-provoking and fascinating visit. Considering what's happened since, our timing was perfect. But our lasting impressions are mixed, as the Israelis seem to have too good a lifestyle for a country living on foreign aid.

[Editor's Note: More next month.]

— b.j. & dick 1/15/96

## **Ge-ja — Islander 36 Dick & Shirley Sandys Fiji & New Caledonia (Palo Alto)**

We want to thank *Latitude* for suggesting Lautoka, Fiji, as a good place to leave our boat for 10 months while we returned to Northern California to resume our careers as teachers. *Ge-ja* was lowered into a 'hurricane pit' at Lautoka's Neissau Marina on August of '94 and left in the care of Alatini Delailomaloma. A few negative comments made us wonder if leaving our boat there for so long was wise, but we did it anyway because we'd previously had good experiences doing it in Hawaii, Tonga, and even Sausalito.

It was toward the end of last June that we finally returned to Fiji and our boat. We arrived at Nadi Airport at about 0230, and a

*After 10 months in a 'hurricane pit' at Lautoka's Neissau Marina, 'Ge-Ja' is lifted out so work can be done to get her ready for cruising.*



DICK SANDYS

friendly taxi driver drove us to the marina where we woke the night watchman. "Bula", he said, greeting us warmly. We climbed aboard *Ge-Ja* to find just a little mildew — but no cockroaches or mice. The only living thing was a little gecko who had laid six eggs. Even though we would later cut off her tail by accident, she would stay with us for a month until we started a long passage. All in all, our boat was in fine shape.

By writing the Minister of Finance prior to our departure the year before, we got a permit that allowed us to keep our boat in Fiji for 12 months. But with just a month left on the permit, we had to work quickly to get our boat in cruising condition. The most important project was getting the knees better attached to the hull, as some Islander 36s have problems with the deck-fastened chainplates. There are capable boatwrights in Lautoka who gave reasonable quotes for the job, but fellow mariners cautioned us to oversee their work. This is a good idea anywhere in the world, and we were happy with the results.

Having to spend the better part of a month at Neissau Boatyard wasn't the worst plight in the world. A taxi from the marina to Lautoka was just \$1.50 — pay more and you'll ruin the economy — so we weren't trapped. The friendly taxi drivers were great about recommending the best places for vegetarian curry, T-shirts, and large quantities of beer.

The situation at Neissau Marina proper wasn't bad, either, as it's home to Ron's Restaurant — featuring stir-fry and fresh fish — and Spencer's Bar, where they have plenty of Fiji Bitters. After a long day of working on *Ge-ja*, it was a delight to have to only walk 100 feet for a shower, a cold beer, and a hot meal cooked by somebody else. There were occasional loud parties hosted by the restaurant, but that's the Fijian way, and it wasn't bad.

Lautoka turned out to be a great place for us to both meet old friends and make new ones. Ben and Barbara Jeanson of *Molly* wrote to us many times during our 'pit year' and apprised us of the situation with our boat. Yvonne and Guido aboard *Elena* talked to us about their Queensday crossing from New Zealand to Tonga in June of '94. The couple has been cruising for nine years, including a trip around the Horn and two years in Chile. They have so many hair-raising tales of the sea that every night with them is a gala party.

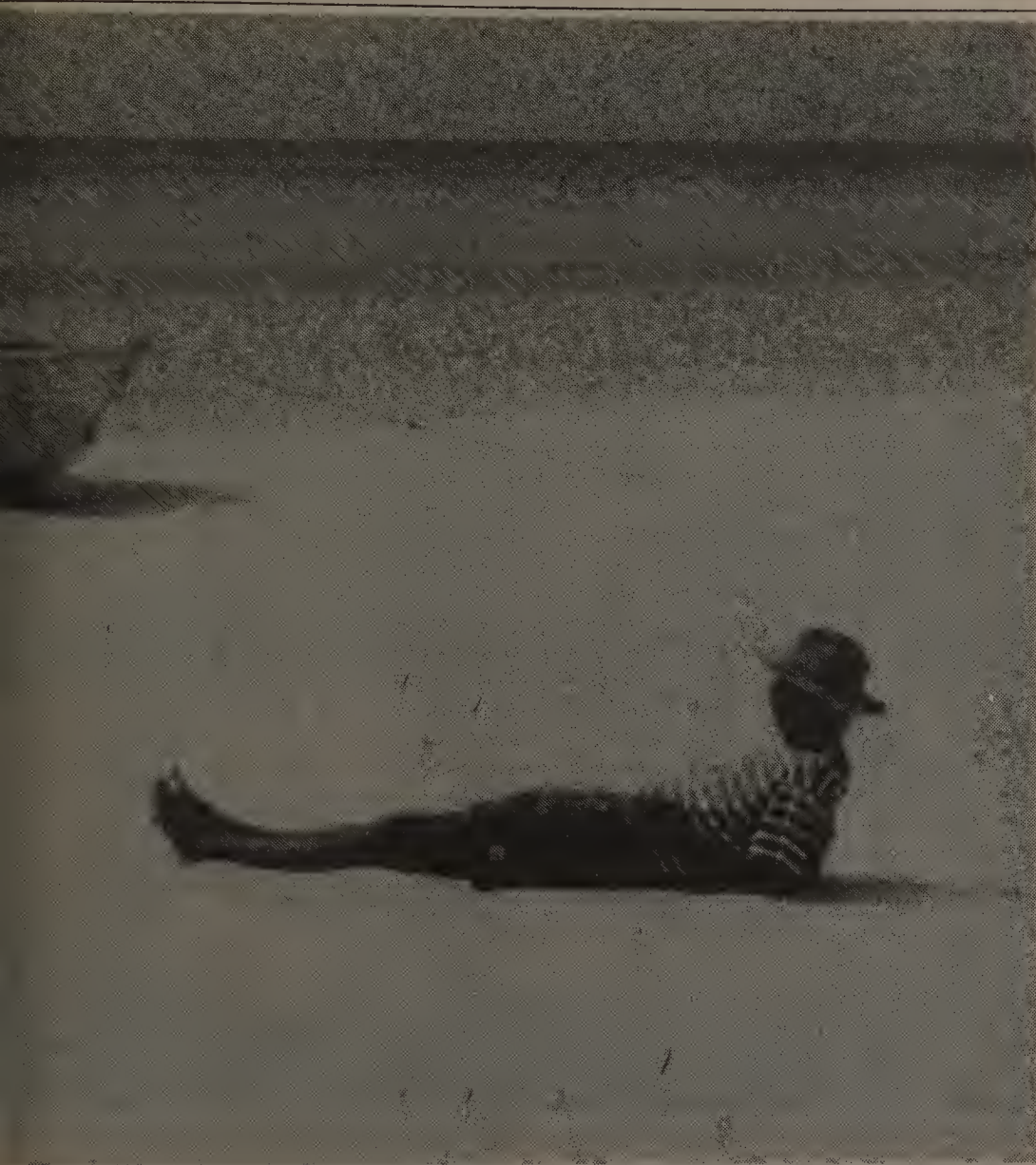
On July 19, we departed Fiji for New Caledonia. Although we remember it as a

normal passage, a check of the log demonstrates how quickly we can forget both the excitement and boredom:

"July 20: Knotmeter fails, one battery defunct, top step loose, toilet doesn't work, diesel leak still with us, no wind, and since we only made 22 miles the first day, we might head for the Solomons instead of Noumea."

"July 21: The genniker is flying really well in the moderate wind, but we need to go fast to stay out of the way of storms. We've lost 25 gallons of water that leaked into the bilge, but can't access the alternate tank because of a rusted fitting. Dick jibed in the middle of the night, breaking the mainsheet shackle. The AutoHelm broke into many pieces, and the galley sink leaks so we've had to shut off the thru-hull fitting. We almost hit Mare Island, one of the Loyalties. We thought we'd be approaching it at 0500, but fortunately we checked the GPS at 0000 — which indicated we were only four miles away! If we hadn't checked, we would have run up on it."

SHIRLEY SANDYS



*Teacher Dick Sandys reflects on the difference in ambience between Ouvea Atoll in the Loyalties and a California classroom.*

Passing through the Canal de la Havannah on July 26 finally put us in New Caledonian waters. The pilot book predicted "standing waves in the pass to Port Boise when the tide is ebbing and the trade winds are strong", so we tried to calculate the tide based on the position of the moon. If the moon is overhead the tide should be high — right? Apparently not, as the tide wasn't high for another four hours. We still managed to miss the ebb and the pass was like a serene lagoon. We soon had the hook on the bottom of Boise Baie and were drinking the rum and wine we had saved for just that occasion.

What a lovely place it was, with palm, mango, aracaria, and banyan trees growing near the water's edge! Weekend sailors from Noumea and reef fisherman use the bay as a secluded place to drop anchor. As a general rule, we always like our first anchorage after an ocean passage, and this was no

exception. The following day we headed for Noumea to officially check in.

Although discovered by Captain Cook in 1774, New Caledonia is a French Overseas Territory. For many years the French used it the way the English used Australia; as a prison colony. Over 40,000 alleged criminals were sent to New Caledonia over the years, nearly 4,000 of them prisoners of the Paris Commune during the 1870s.

Noumea, with a population of 80,000, is the only real city in all of New Caledonia. With its eclectic restaurants, chic shops, and more than 50% European population, it's more French than Papeete and is justifiably known as 'the Paris of the Pacific'. French government employees get about 80% higher salary here, and with the higher cost of living, they need it. Some of the nice things in Noumea include the fish and vegetable market, the *patisserie* next to the Shell Station, and El Salvatories restaurant for pizza and wine. Noumea also has excellent boat mooring facilities, with docks and showers for just \$15/night.

As always, we bumped into cruising friends, mostly at Noumea's Baie de la

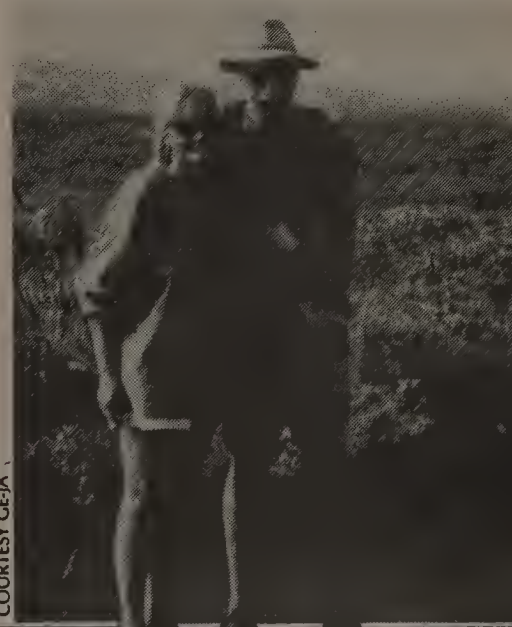
Moselle. These included Ron and Sandra of *South Saxon*; Yvonne and Guido of *Elena*; Ron and his dog Robbie aboard *Sagittaire*. Ron, who has made seven major ocean crossings, was great, telling us all about Noumea as well as providing us with a weatherfax whenever we ventured out of the bay. San Francisco boats included *Hippo Camp*, and *Wild Spirit* — although Sutter was back in the Bay Area at the time.

After enjoying Noumea for awhile, we sailed to Baie du Prony which is about 40 miles to the southeast. You could easily spend weeks exploring this huge bay. A storm came up while we were on the hook at Isle Casey, so we hurried over to Baie du Carenage — an excellent hurricane hole — to ride it out. Rock oysters, hot springs near a river, and waterfalls further up the river — these were some of the great things awaiting us after the storm had passed.

Our favorite anchorage in Baie du Prony was Bonne Anse (Rade de l'Est). The bay has luxurious vegetation, beautiful blue butterflies, massive mantels of spiderwebs, and a trail up to the lighthouse. There's also a path that leads to Cap Ndoua, where the beacon that guides vessels across the Canal de la Havannah is located. There's also a panoramic view of reefs extending to Ile de Pins and the mountain ranges of New Caledonia.

The Baie du Prony was our homebase for numerous attempts to sail to the Ile de Pins, reputed to be one of the most beautiful spots in the Pacific. It took us five times, but we

*Dick and Shirley enjoy the serenity of New Caledonia at Bonne Anse (Bay of Prony). The anchorages are uncrowded here.*



COURTESY GEJA

# CHANGES

finally made it. On our first try, a crewmember became too seasick. On the second try it was blowing 30 on the nose, so we turned back. On the third try it was only blowing 25, but that was still too rough. We won't bore you with the details of our fourth attempt, but we finally made it on the fifth try, motorsailing with a double-reefed main for 9 hours to cover 45 miles.

We were shown the right way to make that passage, however, by Jean Jacques and *Red Rooster*, a boat that had won the Fastnet in the '70s. Sailing singlehanded with a full main and close to the reefs and being able to point 35° off the wind into short chop were his secrets. We later met Jean on Mt. Pic Nga, where he was jogging up a trail. Jean teaches school on the island and certainly is a fine sailor.

Our five attempts to reach Ile de Pins were worth it, however, as it's a stunning island. Kunamera Bay — which has towering Norfolk pines, curving palms, casuarinas, gum trees, ferns, wild orchids, and other flowers in addition to talcum white beaches and turquoise water — is one of the gems of the Pacific. We were having a glass of wine at Nataiwatch (Chez Guillaume) when a pleasant young man named Pierre asked if he could see our guidebook. He later invited us to accompany him around the island in his rental car. We soon learned that he was a student of architecture and had been in Noumea studying the way natural woods have been used in the construction of native dwellings. Pierre would later help us write the letter that got us permission to visit the Loyalty Islands.

Accepting Pierre's offer to accompany him in his car, we visited the ruins of the penal colony where criminal and mental patients were once warehoused. It makes you shudder to see the ominous walls that enclosed those whose 'crime' was having mental problems.

It's supposed to be a 45-minute hike up Pic Nga, but it took us two hours to go just one way. From the top we had a superb view of Kuto and Kunamera Bay, plus a view of the entire island to the north. Other attractions are the caves and grottos that would even appeal to non-speleologists. Paradise Cave is interesting on the surface, but it's even better for experienced scuba divers who can swim among stalactites and stalagmites. The Oumagne Caves have a fast-flowing stream running through as well as swallows hovering around the ceiling. Queen Hortense once hid in here for six months during tribal fighting. Ouatchia Cave



is the most difficult to enjoy, but it's also the best.

Baie de Ouro is becoming a popular tourist attraction, particularly with the Japanese, but walking to a distant snorkeling pond restored our enthusiasm. The pond has the best snorkeling we've ever seen! The anchorage outside this bay appears beautiful and calm, but our general chart indicated that it hadn't been charted. However, there was one yacht anchored out there, and the skipper told us that geological charts for it are available from the French / New Caledonian Mapping Service, which apparently has maps for all New Caledonia — including Huron Reef and Beutemps Beaupre Atolls. These charts are said to include the positions and depths of coral reefs, coral heads, and boat channels. Low on wine, bread and other sustenance, it was with great reluctance that we sailed back to Noumea.

Our next excursion was to St. Vincent, a remote and unusual spot on the west side of New Caledonia that cruisers should not miss. St. Vincent is so remote that it's a little bit eerie. We stayed at four or five anchorages,

*Ken and Gina (inset) discovered how protective Lucy the goose (spread) is of her territory at Whangarei's town basin (inset).*

and each time were the only boat there. Ile Ducos and Ile Puen — the latter is being developed into a remote resort with excellent swimming beaches and snorkeling — were our favorites. You have to get permission to go ashore at the Ile Puen, as it is privately owned.

We found that little Ile Moro — with a protected anchorage that we also had to ourselves for two days — has a nice snorkeling reef, a walking reef, interesting sea birds, and a white sand beach. We don't go out of our way looking for these 'remote' places — in fact, if a guide book mentions 'an island to yourself' it usually becomes a haven for many boats. Still, it's wonderful when you do stumble across such a place.

Since it was downwind to St. Vincent, we were a little worried about making it back to Noumea. We needn't have. We departed St. Vincent when the French weather broadcast — on VHF 27 — warned of strong westerly winds. The French have good weather forecasts — although it took us a month to sort of understand what they were saying. Because of the change in wind direction, we



COURTESY FOG CITY

special permission to stay on one island, for one day and one night." 'Very French,' we thought, thanking him.

[To be continued next month.]

— dick & shirley 3/15/96

**Fog City — Norseman 447  
Ken & Gina Coleman  
Whangarei, New Zealand  
(Walnut Creek)**

We sailed beneath the Golden Gate in April of last year and have since put 8,000 miles under our keel. Our first stop was San Diego for last minute repairs and final provisioning. We then left directly for the Marquesas Islands, and had our first landfall at Hiva Oa. We visited several of the islands in the Marquesas before continuing on to Rarotonga in the Cooks. Our next stops were the Vava'u and Tongatapu groups in the Kingdom of Tonga. In November we finally reached Auckland, New Zealand.

It all sounds so fast when I write this, but it really did take eight months' to get here. Our longest passage was the 19 days it took from San Diego to the Marquesas. Other long passages were 8 days from the Cooks to Tonga, and 11 days — with a stop at Minerva Reef — from Tonga to Auckland.

It's been an exciting trip, with only a few days of bad weather. Actually, there may have been more bad weather, but we cruisers tend to forget stuff like that.

Minerva Reef, located about a day-and-a-half's sail south of Tonga, was perhaps the most beautiful spot we visited. Minerva is about two miles long and a mile wide. At high tide the reef is perhaps five feet above sea level, while at low tide the reef is awash. We found the opening into the atoll at noon, which was high tide. Although the sea was choppy outside the atoll, the water inside was as smooth as a pane of glass. The lagoon inside was loaded with tropical fish and sharks. How unique: a little bit of tranquility in the middle of the ocean!

Everything in New Zealand would be perfect were it not for one dangerous situation here at the town basin in Whangarei. The problem is Lucy the goose — who *hates* dinghies with motors and who guards the dinghy dock. She hisses and honks as you arrive to tie up your dink. And when you leave, she climbs into your dink and pulls out the plug! When we returned to our dinghy it was half full of water.

Well, back to working on our boat in exotic and beautiful places, getting ready for another passage. We leave for Fiji in May. We'll miss the people of New Zealand, who

are by far the most friendly we've met. They even showed us their America's Cup!

— ken & gina coleman 3/16/96

**Peregrina — Tayana 47  
Ed & Sandy Martinez  
Greece & Turkey  
(Mill Valley / Windsor)**

This is a recap of our '95 cruising season — our seventh — which we spent roaming around Greece and Turkey.

With land visits to France, Spain, and Gib, it was early April before we got back to our boat, which we'd left on the hard in Cyprus. *Peregrina* was a mess because the yard's new management had foolishly put old steel Russian patrol boats next to her and other yachts before doing all kinds of grinding and welding! Naturally, little bits of steel got all over the yachts, steel that quickly turned to rust. Between that and normal boat maintenance, we had to work on our boat from dawn to dusk for the next seven weeks to get her back in proper cruising condition.

As it turned out, the yard wasn't very capable with their Travel-Lift, either. They dropped one boat, and another was lifted out of the water with a strap *under* the prop shaft. All in all, we were glad to leave Cyprus and get away from the money-grubbing incompetents.

In mid-June, we headed northeast to Turkey and the port of Tasucu. Our first anchorage was under a castle, and it was great. Much of the Turkey's southwest coast is packed with charter and cruising boats, but there were none and few respectively on the stretch of coast from Tasucu to Antalya. What a dream! The scenery was

*los, one of the Cyclades that Ed and Sandy found so delightful — after waiting until most of the 'meltemis' had blown through.*



ZORBA

didn't have to beat back to Noumea but rather had wind gusting to 45 knots from astern. Even though the seas didn't have time to build, we still surfed into Noumea with 80% of our jib furled. For the last two hours our *Islander 36* averaged 10 knots! Once ashore, we had showers, a restaurant meal, and fresh *crevettes* from the fish market.

We planned to sail to Vanuatu next, but had been told that the French government sometimes allows yachts to sail to the Loyalties *after* checking out of Noumea. With the help of Pierre, we'd sent a letter to the Customs office. When we arrived at Customs, we asked if we'd been granted permission to visit the Loyalties. "Absolutely not," said the official. We asked if he could look up our letter, which he reluctantly did. I batted my eyes, crossed my legs a few times — and *voila*, he relented. Rather sexist, don't you think?

He had our letter and a perfunctory reply which said there was no way any yachts were able to visit the Loyalties after checking out of Noumea. Three paragraphs later, however, it read: "You have been given

# CHANGES

brehtaking, with rugged pine-studded cliffs plummeting to the sea, and ancient castles standing guard at every turn. As much as we liked this stretch of coast while we were there, we came to appreciate it even more once we moved on to the disco-blaring tourist resorts with the countless charter boats.

For the next three months, we slowly made our way around and up the Turkish coast to Bodrum. While much of this region is very crowded — both on land and sea — it was still very enjoyable. There isn't much sealife, but swimming in the warm, clear waters was delightful. And almost everywhere we looked on land, there were the remains of Greek, Roman or Byzantine history. We saw at least 10 Roman amphitheaters and huge numbers of sarcophagi statues and other theaters. Some of our favorite spots were Kekova Lagoon, with its castle and 100 sarcophagi; Kas, the Turkish Carmet, and Fethiye Lagoon, where we had our first Turkish bath and enjoyed five weeks at anchor socializing with new and old friends. Finally, there was the Bozburun area, with its fine carpets and wonderful Kecibuku Bay.

We don't know if it was the movie *Midnight Express* or what, but many Americans have erroneous impressions of the Turkish people. We were *always* impressed with how warm and friendly they were. In addition, the food was delicious and reasonably priced, and the open markets

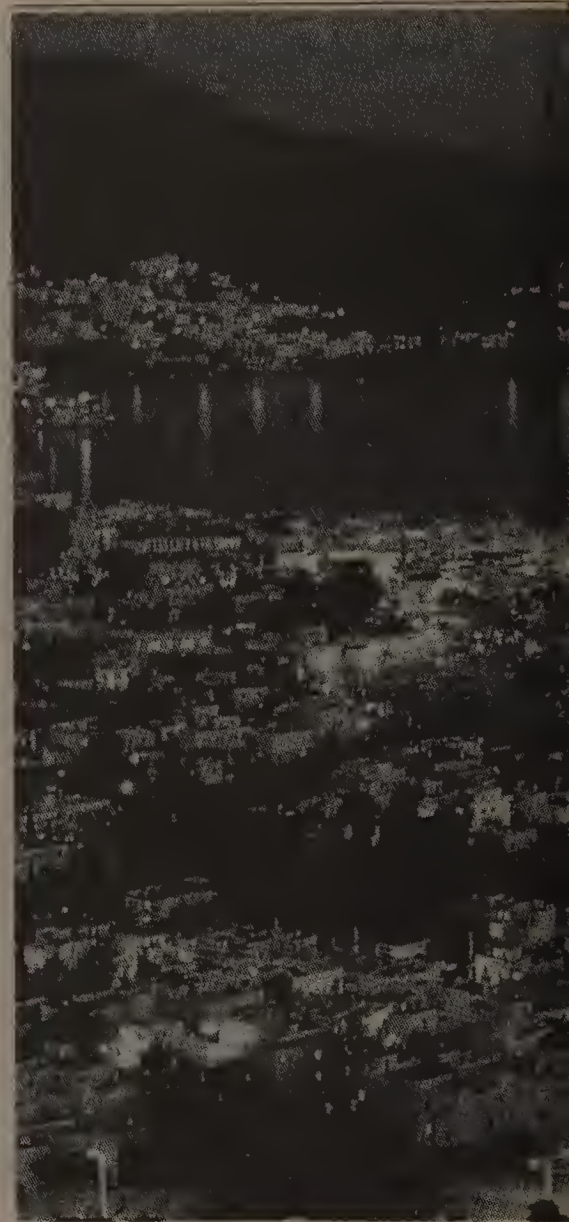
Greece at Kos — just a couple of miles from Bodrum — and began a loop through the Cyclades and Dodecanese Islands. We'd intentionally waited until that late in the year in order to avoid the powerful *meltemi* winds which blow down from the north for days on end. Apparently it was a good strategy, for during July and August we often listened on the radio as our friends in Greece lamented about how windy it was in the anchorage.

The one thing you can say for the Aegean is that the weather is always unpredictable. It was calm on our way from Kos to Leros, so we had to motor. The next day the wind was howling at 30 knots, so we had to be content to explore inland. (On some islands the Greeks seem to have grown weary of tourists, but this was definitely *not* the case at Leros, where the locals were terrific!) A couple of days later we had a good reach in 20 knots of wind to the island of Levithia, but when the wind and seas became so bad the next day on our way to Amorgos, we had to turn back. The weather was equally as bad the following morning, so we headed south and downwind to Astipalea. Eight miles from our destination, the wind died completely!

This erratic pattern of alternating strong winds followed by calms continued as we made our way through the Greek islands. We ended our visit with two weeks at Paros in early October — during which time we waited out *three* gale warnings! Everyone we talked to said it was the worst October weather in 95 years. Just our luck! We finally got two days of moderate to calm weather, and sailed back east as far as Patmos. From there strong winds resumed, and we island-hopped until we arrived back at Kusadasi, Turkey on October 24th. *Peregrina* spent the winter at the marina there.

Looking back on the season, we wouldn't have missed the Greek Islands, but we were glad we waited until the *meltemis* had abated and we could wait for decent weather before making passages. We saw charter boat after charter boat have to leave anchorages in Force 7 and Force 8 conditions, with the crew in foulies and three reefs in the main. It's not fun to have to go out in bad weather in order to stick to a tight schedule.

The Cyclades are the quintessential Greek Islands, and you haven't really enjoyed Greece until you've visited them. They have whitewashed towns winding up hillsides, and homes shuttered in bright blue and arched with bougainvillea. Our favorites included Amorgos, with its spectacular monastery built into a cliffside 1,000 feet above sea level, where the priests welcomed us with



citron liqueur and breakfast; Ios, where Ed first caught the cruising bug 25 years ago; and Santorini, the volcanic island famous for its spectacular white houses built at the rim of the crater 800 feet above the sparkling Aegean.

With lots of sand and weed-covered hard bottoms, anchoring in Greece and Turkey could be a exciting. You need to have an anchor that will penetrate. We bought a MAX anchor, and after a full season of use in the Aegean we have to say we're very pleased with it. We anchored in up to 45 knots of wind in hard sand and weed, and the anchor still held. We'd bought the MAX because we'd had problems with a CQR in the Red Sea and saw many other boats with them drag, too. The MAX digs in hard bottoms both deeply and quickly. We only dragged once with the MAX, and that was in a gooey mud bottom where the anchor just pulled out.

We monitored the success that other folks were having with different kinds of anchors, and noticed many people had problems with Brucers, CQRs, and Danforths. Other types of anchors used were the German Bo and the

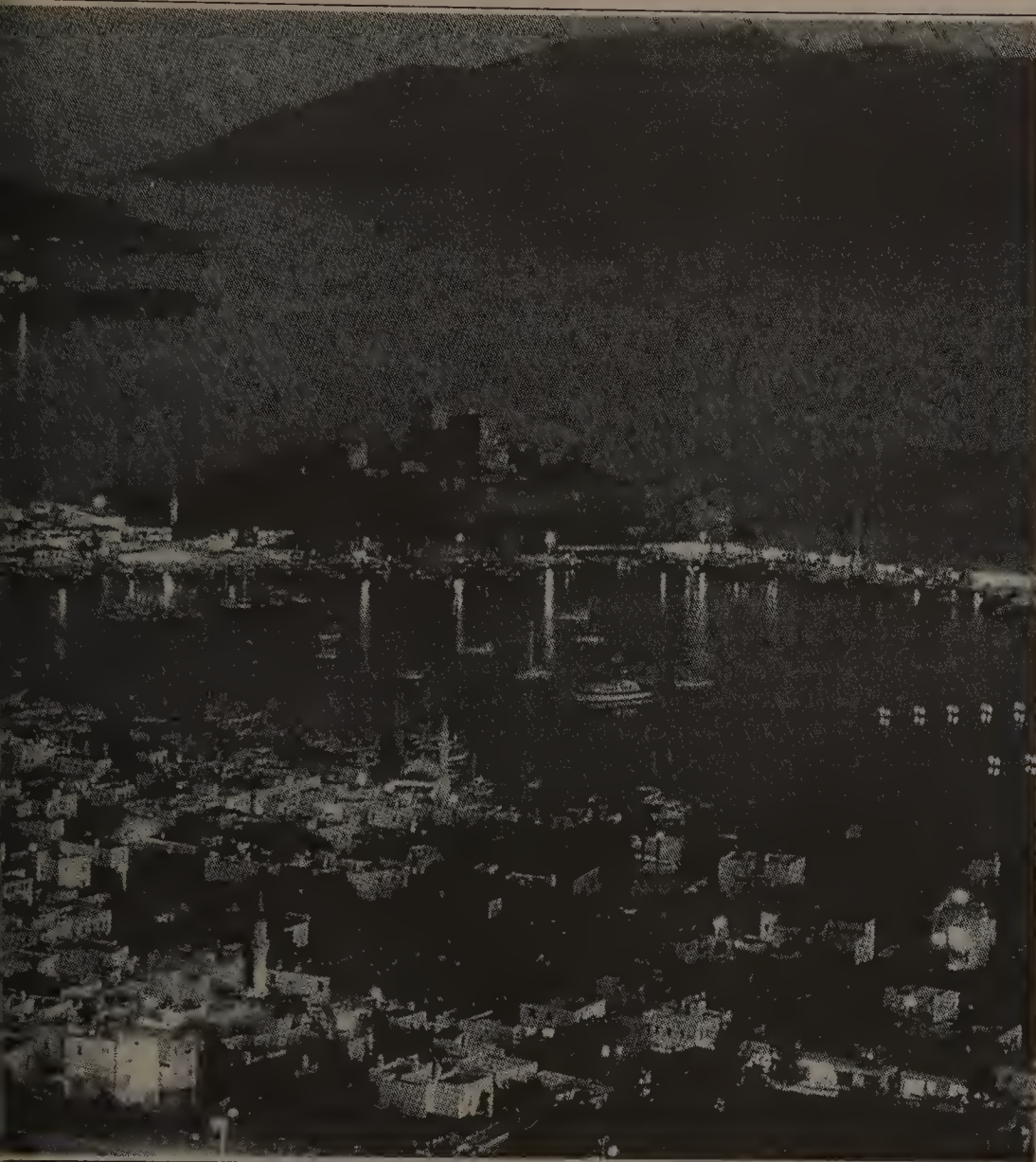


COURTESY BELLY BUTTONS

There are many 'Turkish delights', this belly dancer being but one of them. The Turks are super friendly people, and from the heart.

were filled with excellent fresh produce and other bargains.

In early September we checked into



*The Wanderer spent all afternoon trying to get a CQR or Bruce to set on either side of the Castle of St. Peter — with no success.*

classic Fisherman. We would have gotten a Bo — which is a triangle of one-inch thick steel with a Bruce-like shank — had we not purchased and been happy with the MAX.

This year we'll be heading to Istanbul, the west coast of Greece, and then up near Venice for the winter. As of now, we've completed 30,000 miles of cruising in the Pacific, Indian Ocean, and the Med.

— ed & sandy 3/13/96

Ed & Sandy — We know what you mean about having trouble with Bruce and CQR anchors holding in Greece and Turkey. Those are the two primary anchors we use on Big O, and we never had any trouble with them until we got to Greece and particularly Turkey. Once there, however, we had, a terrible time getting either one to stick.

We remember spending the better part of one afternoon 100 yards from the magnificent fort at Bodrum trying to get a hook dug in. First we tried about five times

with the CQR in 12 feet of water with 200 feet of chain. Nothing — but a long furrow through the weedy bottom. Then we tried about five times with the Bruce in 12 feet of water with 200 feet of chain. Again, nothing but a long furrow in the weed bottom. Finally we had to motor in fading light to a cove where we managed to get the CQR dug in. But the next time we go to either Greece or Turkey, we'll take a MAX or Bo — although we're frankly not familiar with either one of them.

In a roundabout way, your mention of Kos reminded us of something curious: that contrary to popular belief, many doctors don't live by the Hippocratic Oath. While sailing by Kos — where the 'father of modern medicine' was born — we read about Hippocrates and the Hippocratic Oath in a cruising guide. Part of the famous oath goes like this: "I will give no deadly medicine to anyone if asked, nor suggest any such counsel; furthermore, I will not give to a woman an instrument to produce abortion." Hmmmm, seems like Hippocrates — who was really a fascinating character — wouldn't be backing Kevorkian or Pro Choice.

(Before we get reams of irate letters,

*please understand that we're not making a comment on Kevorkian or abortion, we're merely noting something we found interesting.)*

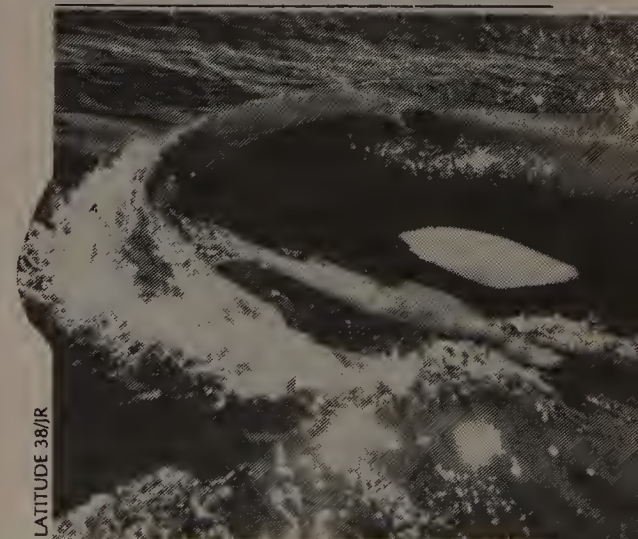
**Spindrift — Pearson 424**  
**Pat & Gayle Price**  
**Dos Cruiso Mexicano**  
**(Pacific Grove)**

Nearing completion of our second Mexican cruise, we've been having an even better time than on our first. One of the reasons is that services and businesses — such as phones, faxes, banking, laundries, and marine stores — have been greatly improved. And you still get the grand old entertainment while sailing: whales, porpoises, sea turtles, rays, and sailfish leaping out of the water. Then there are the goofy boobies that keep racing in front of the sails.

We followed the *Latitude* 'Milk Run' for Mexico: Cabo, Puerto Vallarta, Careyes, Melaque, and down as far as Z-town for Christmas. The latter had way too many boats anchored in the bay, so we spent most of the time in Ixtapa Marina. Although it has 600 beautiful berths, there were only about 20 available for rent.

Working our way back north, we stopped at the industrial port of Lazaro Cardenas — where we saw the worst pollution — then harbor-hopped all the way to Mazatlan. The only place we skipped was San Blas, as there's just too much theft going on there. We're now in the Sea of Cortez for about a month or so, during which time we'll do Sea of Cortez Sailing Week, then we'll head back up to Monterey.

*Whales - just part of the "grand old entertainment" waiting for cruisers in Mexico, no matter if it's their 1st or 15th cruise.*



LATITUDE 38/R

# CHANGES

We've encountered very few problems with our 17-year-old Pearson 424 ketch. We wish we could say the same for our Power Survivor 80 watermaker, which has been almost completely useless. We've replaced parts intended to make it work better, but we think we've gotten a total of only about 50 gallons from it in 4½ months. Today we secured it and will make do with bottled water.

We've seen all kinds of small boats down here that weren't built for the ocean cruising — but they all seem to be doing great!

— pat & gayle price 3/17/96

*Pat & Gayle — It's with interest that we note your comments on the PowerSurvivor 80 watermaker. We've gotten a lot more than 50 gallons of water from ours, nonetheless it's been the least efficient and most troublesome piece of equipment on our boat.*

*If you're out cruising and have a watermaker, we'd love to get a thumbnail review: What brand, what model, what major problems, and how satisfied are you on a scale of 1 to 10.*

## Cruise Notes:

We asked people not to send in \$99 entry fee checks for the '96 **Baja Ha-Ha** until we officially announced it, but John and Patty Bartley, owners of the Brickyard Cove based-Islander Freeport 41 **Stone Soup**, just couldn't wait. So this year's Ha-Ha has its first entry.

The 65-year old Bartley was a head welding engineer who took a 'golden parachute' from the Mare Island Naval Shipyard that recently closed. John and Patty will buddyboat with friends to Southern California on June 22, do the Ha-Ha in November and cruise Mexico, then head down to and through the Panama Canal. "We're going to keep going until we find a place to settle down," Bartley says. The couple have hull #22 of the Freeports, which they briefly considered calling *Ketch 22*.

If you also can't wait for the official Ha-Ha announcement, send your \$99 check to *Latitude* at Box 1678, Sausalito 94965, and we'll be sure to hold a place for you on November 3. Make sure to include your name, boat name, boat type, hailing port, and telephone number.

"We're about to get down to the *real* cruising grounds," report Andy and Jill Rothman from Fort Lauderdale aboard their J-44 **First Light**. The longtime Bay and

Pacific Cup sailors — they previously owned a Pretorian 35 and Express 37 — bought the J-44 last November on the East Coast and have been in Florida fitting her out ever since. They hope to be in the Leewards by the time you read this, then spend the hurricane season in Grenada or Trinidad.

Fun facts. **Panama** is 1/5th the size of California and has 1/15 the population. On the other hand, it has 500 rivers and 1,600 islands.

Intrepid or stupid? Most folks wait until November and the end of hurricane season to head south to Mexico. Not Richard and Sherri Crowe of Newport Beach and their soon-to-be launched 54-ft aluminum **Polar Mist**. Her first real ocean sail will be 1,500 non-stop miles from Newport Beach to Acapulco, while her second will be 3,000 non-stop miles from Acapulco to Easter Island. After that the pace will slow slightly until next February and March when they'll be sailing back and forth around Cape Horn! What's more, they'll be doing all this as part of Orange Coast College's sailing program.

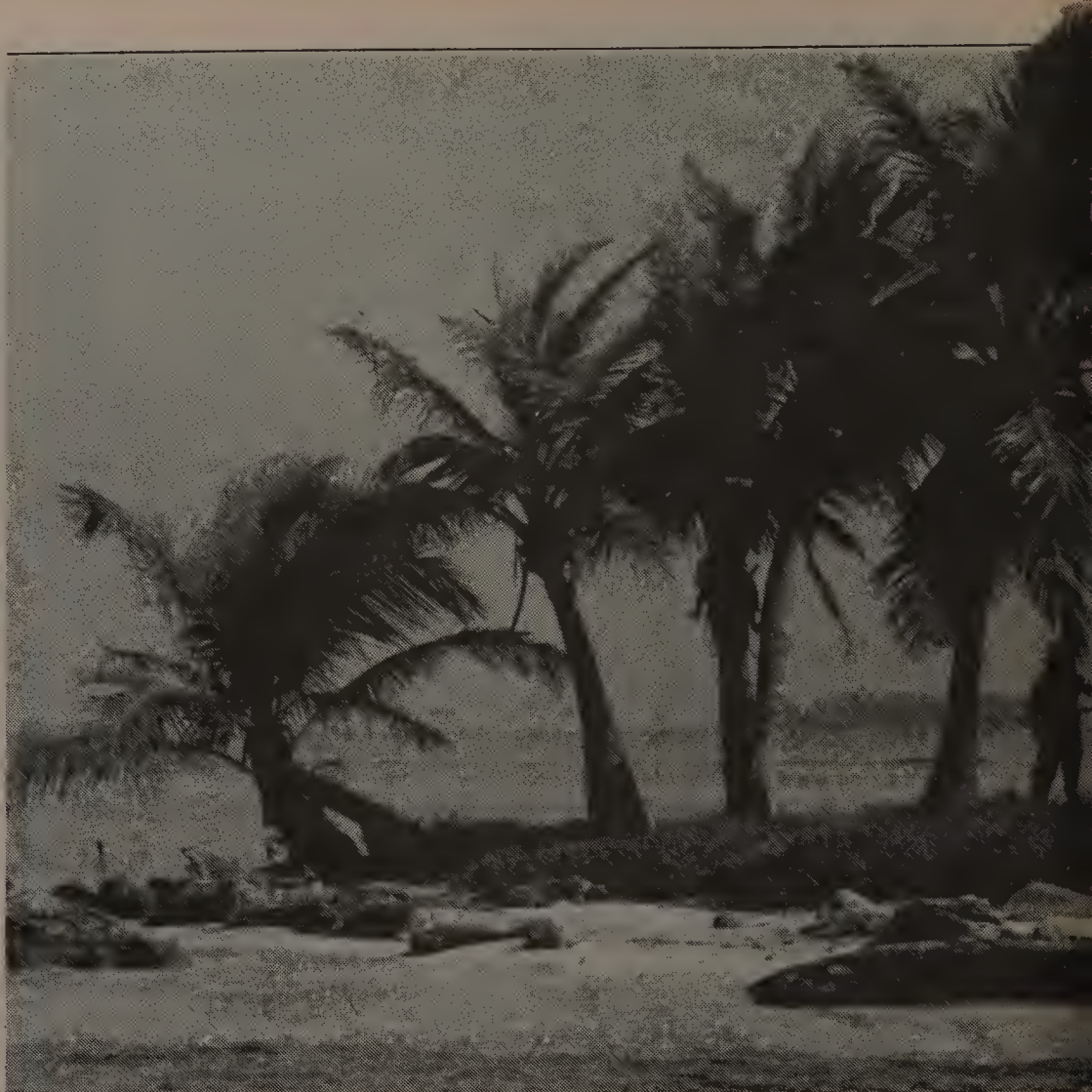
While it strikes us as needlessly foolish for anyone to sail into the center of the Eastern Pacific hurricane zone at the height of the season, far be it from us to second guess sailors with so much experience. Our good

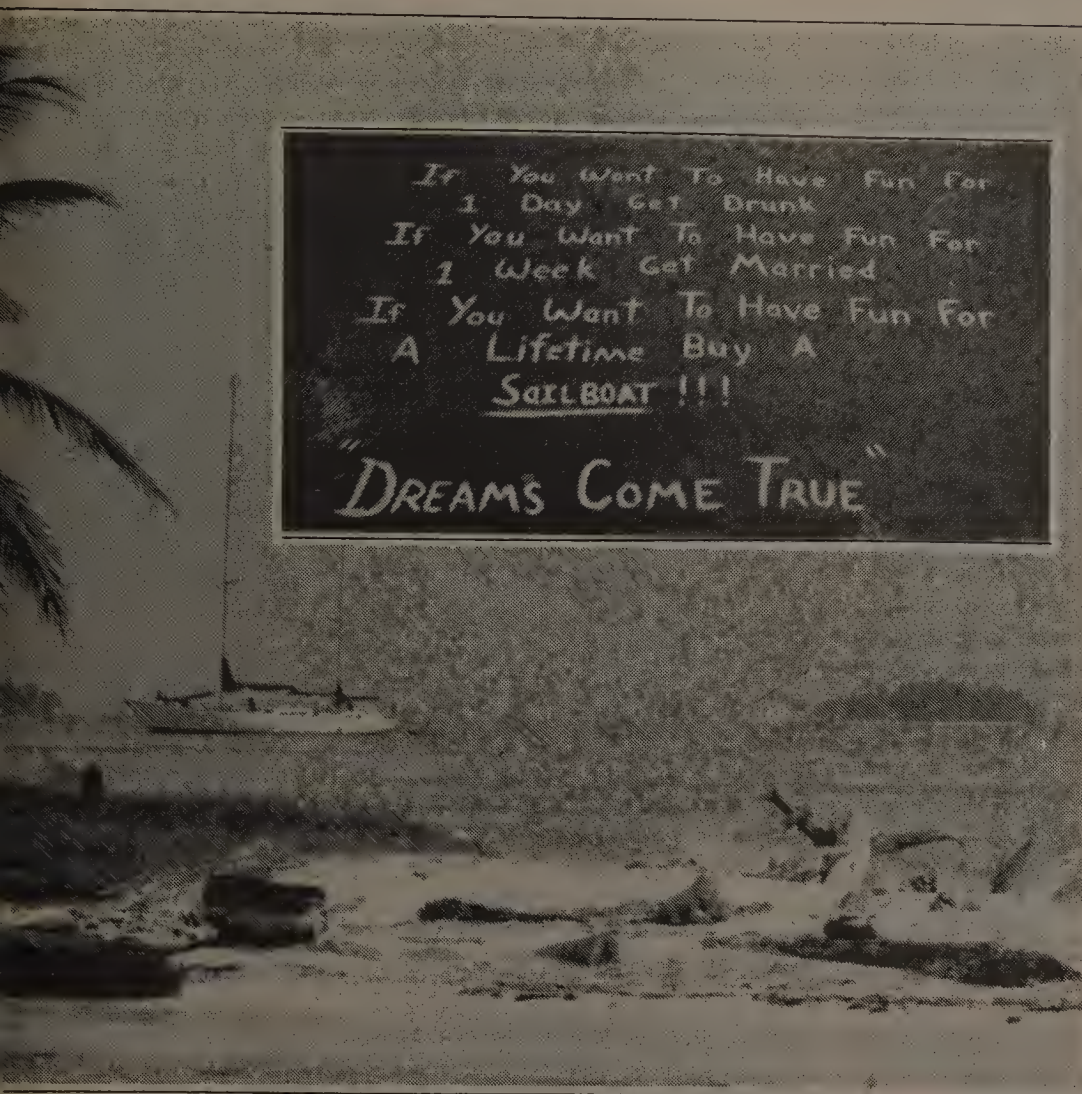
friends Richard and Sherri have each sailed 100,000 offshore miles in the course of leading OCC sailing expeditions since 1983, and the last time they finished a boat — their Farr 44 **Confetti** — they dropped her in the water and shook her down on the way to and around Cape Horn.

"About January of this year, the steel motor vessel **Marcus M** was slowly chugging along up the west coast of Mexico with a load of dope bound for the northern Mexican state of Sonora when mechanical problems developed," write Alan and Beverly Nixon of the Sausalito-based **Tayana 42 Keoke**. "Rather than try to continue on, they dropped the hook at Z-town in order to make repairs. Nobody was the wiser to this criminal enterprise until one night when the captain and crew went out on the town, got drunk, and — surprise, surprise — got into a fight. Before it was all over, the captain did a stupid thing: he fired one of his partners in crime.

"According to Joe of Marina Pizza, the next morning the captain and crew were taken away in chains. The navy then put the **Marcus M** on a mooring in front of the Puerto Mio resort. We cruisers have watched the boat like a hawk all winter as she — along with the 24-hour armed guard posted aboard her — has already dragged twice."

Those of you who read about the





If You Want To Have Fun For  
1 Day Get Drunk  
If You Want To Have Fun For  
1 Week Get Married  
If You Want To Have Fun For  
A Lifetime Buy A  
SAILBOAT !!!  
"DREAMS COME TRUE"

Experts say it's not important where you go, just that you go. Inset; the wisdom of B. Hite as captured in the Azores by P. & T. Madruga.

hospitality of Turks in **Peregrina's** *Changes* might still be skeptical, but you shouldn't. One afternoon last August, we pulled into the cute little harbor of Datca and Med-tied to the wall. We took our bags of garbage ashore and were dragging them down the quay as a Turkish grocer, his eyes all bright in expectation, asked if we had garbage in our bags. When we admitted we did, he asked if he could please take it from us — like it was some treasure — and if we had any more. Then he gave us an ice cold soda! "The first one is free," he said pleasantly.

When we asked if he knew where we could find a *Herald-Tribune*, one of his young helpers took us on a quarter of a mile hike to a newsstand that turned out not to have one. So he borrowed somebody else's car and drove us about three miles to a bigger newsstand. Again it was in vain, but we had to admire the effort. When we offered him a couple of thousand Turkish *lira* — hey, it's 46,000 to the dollar — for his efforts, he steadfastly refused.

Later that afternoon, we had to call the office to check our messages. The shopkeeper insisted that we use his cousin's phone, which just happened to be in the biggest rug store in Datca. The cousin wasn't

around, so we timidly sat behind the desk while the shopkeeper dialed the number for us. As our call was ringing through, the owner walked in. Realizing what we were up to, he pulled out a long and bloodstained scimitar and thrust it at our heart. Not really, that's just what we expected him to do. Actually, he gave us a big smile — and then asked us if he could get us some tea!

Our call didn't get through, but no worries, a later call from the little grocery store did. That evening and the next morning, the grocery store served as our answering service. Each time there was a call for us, they'd come running down the quay and holler for us. It was cool. Significantly, there were no strings attached to this hospitality. The rug merchant didn't even try to sell us a rug, and the shopkeeper merely asked that we keep him in mind if we needed to buy any groceries. We didn't need much, so only bought a little from him — but he was very pleased. While not all Turks were this friendly, they were great.

"My Wilderness 40 **Tropicbird** will be leaving Pensacola in early May," writes Leslie King of San Diego. "The plan is for a few days in Key West, then to Isla Mujeres, the Canal, and an early June departure for the Galapagos. We'll stay in the Galapagos as

long as they'll let us, then 'live' in the Southeast Trades to 140° W before turning north to Hawaii. After some R&R in the Islands, I'll be heading back to San Diego without my friend Margaret because she draws the line at getting cold onboard. So I'll be looking for one or two crew to the Hawaii to San Diego leg.

"The Galapagos to Hawaii will be the longest passage I've ever made, but at least it should be warm. Margaret and I will let you know how it turns out, and whether the 'long way' from Panama to California is the easier than banging up the coast."

The last folks we remember who came back from Panama by way of Hawaii were Beau and Annie Hudson with the Freya 39 **Lionwing**. If we recall correctly, it was a long but very pleasant trip.

The West Marine **Bermuda Race** from Hampton, Virginia to St. Georges, Bermuda and back starts on June 24. The West Marine **Caribbean 1500** from Hampton, Virginia, to Tortola, British Virgin Islands, starts on November 3. For information on either event, call (401) 848-0302.

Friends report that Marshall and Dee Saunders of the Redding-based 51-ft **White Eagle** have gone through the Canal and are now cruising Roatan, the largest of the Bay Islands of Honduras. Readers may remember that a few years ago the Saunders' Tayana 52 **Clambake** was run down and instantly sunk by a Korean freighter their first night out of Puerto Vallarta on an intended passage to the Marquesas.

"The pilot charts indicate that the average wind speed between California and Hawaii is 20 knots in the winter," Sam Vahey of the Ranger 37 **Odysseus** told us about 15 years ago after making just such a passage. "And they were right. Half the time it blew 40 knots, and half the time there wasn't any wind at all."

We were reminded of this when a Northern California gentleman recently told us that he spent an entire month crewing aboard a Morgan '50 from San Diego to Hawaii. The unpleasant passage featured winds up to 68 knots and plenty of 20-foot seas. The best thing about the trip was that the boat, which was recently retired from The Moorings fleet, held up just fine.

Five earthquakes per minute? That's what was happening last month on the tiny Eastern Caribbean island of **Montserrat**, where molten rock has been pushing up Soufriere volcano. Officials fear that if there's a "climatic volcanic eruption", the fresh lava would not only destroy homes and

# CHANGES

roads, but a fuel storage facility that would likely be in the lava's path. If Soufriere has to blow, it would be nice if it happened in early May so it would be visible to all the participants of Antigua Sailing Week, which would be taking place not far to windward.

We rarely write about tropical storms outside of the Pacific and Atlantic Oceans, but that doesn't mean they don't happen elsewhere. Cyclone **Olivia**, for example, just ripped through Northwestern Australia with 155 knot winds, damaging every building in the little town of Pannawonica. During the same week in early April, cyclones **Hansella** and **Itelle** stirred up the central and western Indian Ocean, and typhoon **Ann** killed three on Samar in the central Philippines.

"When we left Oregon to cruise, aboard **Nanook**," write Rick and Christie Gorsline, "it was in search of life in the front row seats. So far, no single place better fulfills all our cruising criteria than Rincon de Guaybitos, a charming and vibrant Mexican village at Jalotembra Cove, which is nestled below the foothills between Tepic and Puerto Vallarta.

"Only 15 miles south of Chacala and 25 miles north of Banderas Bay, this anchorages is only sporadically visited by

cruisers. Situated 35 miles from the Puerto Vallarta airport, Guaybitos is the ideal spot for stateside visitors to pay a visit to friends cruising in Mexico. There are 63 hotels and numerous beachfront restaurants, yet the village still has all the charm of a *pueblo* — even during the busy fiestas. Guaybitos is small enough to be charming, yet large enough to have numerous *tiednas*. For major provisioning, Tepic — 65 miles away — is the least expensive. Puerto Vallarta is a 40-minute bus ride.

"The mile-long beach at Guaybitos stretches like a white ribbon, and is dotted with oyster shuckers, shrimp vendors, and Mexican families at play. A few sailboats — anchored bow and stern — bob in the gentle swell only a few hundred yards offshore. The docile surf encourages swimming, and makes for easy dinghy landings. Adding to the charm are the islands of El Coral and El Cangrejo, which are only a mile offshore. Sailboats anchor in the lee of the islands and cruisers snorkel in the warm water. What a fantastic cruiser destination — with virtually

no cruisers — so close to Puerto Vallarta!"

About 15 years ago, the Wanderer spent his most unpleasant Thanksgiving ever in the lee of El Coral — or was it El Cangrejo? No matter, huge seas out of the north made the boat roll like crazy and everything inside slam back and forth. Given the conditions, an all-night anchor watch was mandatory. We suppose we ought to give Jalotembra another chance. But frankly, we find it hard to believe that both the Gorslines and *Charles Charts* are serious about suggesting Tepic as a place to reprovision. One hundred thirty miles of winding mountain road to save a few pesos? Either the road has been completely rebuilt or those who recommend it have never done it.

We'll close this month with a little bit of **political incorrectness from Europe:**

"Heaven is where the police are British, the cooks Spanish, the mechanics German, the lovers Italian, and it's all organized by the Swiss. Hell is where the cooks are British, the mechanics are Spanish, the lovers Swiss, the police German, and it's all organized by the Italians." Horrible stereotypes, of course — but who is going to deny that there's some truth to it?



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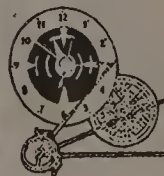


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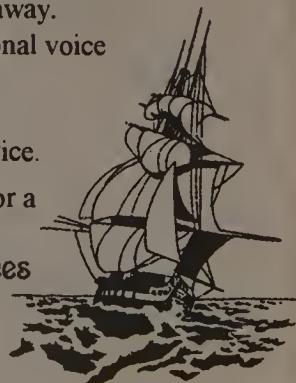
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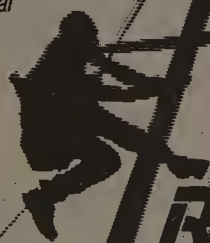
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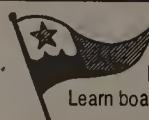
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**RANGER 23.** Best equipped Ranger on Bay. Excellent sails, new boom and rigging, magic boxes, custom traveler, quick vang, spring engine mount, internal halyards, etc. Featured in sailing mag. A \$24,000 Ranger for \$6,250. Dan, days at (707) 263-8382.

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**MARSHALL SANDERLING 18-FT** Gaff-rigged catboat. New mast, new dual axle heavy duty trailer. Electrical system, stereo, oak cabinets, Bruce & Fortress anchors. Full page listing of extra gear. Presently located in Baja - can relocate. \$11,500 obo. Ken (907) 248-9069.

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**RANGER 23, 1976.** Epoxy bottom, dodger, deluxe cabin, VHF, KM, compass, ST primaries, all lines lead to cockpit, new spinnaker, new mylar 120%, self-tacking 90%, main & 100%, aluminum toe rail, 6 hp Evinrude. Fortman Marina. \$6,000. (415) 775-8879.

**FIBERFORM 23, 1973.** Professionally maintained inboard Chevy w/ OMC Outdrive. Trim Tabs, propane stove, flying bridge controls, stereo, red interior seats need TLC, mech. sound. \$3,900. Dave/Steve (415) 332-3780.

**RANGER 23 1976.** Great Bay boat. Professionally maintained. Main, 2 jibs and spinnaker. 2 year old 5 hp Nissan o/b. VHF, lines lead aft. \$3,950. Rick (510) 865-4700.

**FREEDOM 21, 1984.** Well found and rigged. Very good condition. Sleeps four. Includes: main, gun mount spinnaker, outboard, navigation lights, compass, depth finder, knotmeter and anchor. Attractive lines and interior. \$3,800. Contact owner (415) 883-2206.

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**RANGER 23.** Merc 9.9 outboard in excellent condition ('sailpower' with generator), 5 sails, all basic equipment, self contained pocket cruiser or rig for racing, sail away condition, Alameda berth. \$2,650 obo. Barbara (510) 521-1667 or (510) 521-2458.

**CATALINA 22, 1974.** 5,000 lb tandem axle trailer built for Baja in 1993 with surge brakes, telescoping tongue, brake washout system. Extensive refitting in 1993 including rigging, foam, upholstery, electrical, etc. New non-skid in 1995, 7.5 hp o/b. \$4,900 in Ventura, (805) 650-8416.

**WYLIE WABBIT 24, 1982.** Hull No. 19, Well maintained, excellent condition. One new sail. Jib, main, and spinnaker in good condition. Galvanized trailer. Moving up. \$6,000. (916) 589-3093, eves.

**O'DAY RHODES 19.** Fast. Great family boat, fixed keel. Heavy duty trailer. Tabernacle mast, \$3,000 obo. O'Day daysailor, 1978. Proctor mast, spinnaker, easy to trailer. Everything like new. Large cockpit, \$2,500 obo. (408) 423-6000 or (916) 544-8226.

**CATALINA 22, 1972.** Swing Keel, 6 hp Johnson long shaft, main, jib. Extendible tongue trailer. Interior and running lights. \$3,300. (707) 632-5067.

**COLUMBIA 24, 1968.** Fresh main and jib, nice paint, clean roomy interior. VHF, knotmeter, lots of gear. Needs keel bolts (?) /bottom paint. We'll miss this boat! \$950 or offer. (916) 933-5101.

**O'DAY 20.** Trailer, 7.5 Honda, new mast, winches, 4 sails, many extras. Sleeps four. \$3,500 obo. (415) 282-0474.

**24-FT COLUMBIA CHALLENGER.** Full keel, flush deck, main sail (double reefed) upgrade mast, boom, water system, ice box, working jib and 150 genoa, depth sounder, 8 hp Honda o/b, looks great, sails great. \$3,500. (707) 554-9812.

**CAL 20.** Lake Berryessa. Very clean. New Pineapple sails, sail bags, sail cover. Johnson 6 hp with 20 hrs, #10 Barent winches. \$40/mo. at gated marina with resort store, rec room, restaurant & mobile park. \$3,500. (707) 426-6016.

**COLUMBIA 24, 1965.** 6 hp inboard Volvo diesel. Rigged for single handing. Jiffy reefing, VHF. Gas House Cove berth, oversized rigging and spars. Sleeps two, 5'9" cabin headroom, complete galley. Great pocket cruiser. Good condition. \$3,500. John (415) 566-8348.

**MacGREGOR 22.** Trailer, Pop-Top, pulpit, pushpit, lifelines, VHF, depth, CD, knot, full lights, Honda 7.5, 3 sails, double jiffy reef main, head, kitchen, bunks 5, 2 anchors, safety gear. Great condition — a steal at \$2,500 obo. (408) 246-9214.

**CAPE DORY TYPHOON WEEKENDER, 1978.** 18'6", 3.5 hp Suzuki outboard, 150%, 170%, spinnaker, working sails, VHF, knotmeter, 1980 EZ Loader trailer w/ tongue extension, dodger, boat cover. Stored covered on trailers since 1989. \$4,250. Rick (707) 528-0201.

**19-FT WINDROSE, 1981.** Mainsail, 90% & 150% jibs, spinnaker, new running rigging, fill-lead keel, 4 hp Mariner o/b, new VHF radio, EZ Loader trailer, all safety equipment. Very stable boat, ready to sail away. \$3,500. (510) 797-6067.

**ISLANDER BAHAMA 24 SLOOP, 1966.** Well equipped, newer sails and rigging. Roller furling jib, bow and stern pulpits, lifelines, VHF, depthsounder, galley and head, long shaft Honda outboard. Sausalito berth. \$3900. (707) 823-0959.

**23-FT VENTURE OF NEWPORT.** Cutter rigged, Pop-Top, swing keel, kick up rudder. Trailer has extended tongue and bearing buddies. All standing and running rigging replaced in last two years. Many extras. In water now. Let's go. \$4,300 obo. Dennis (415) 386-0268.

**PACIFIC SEACRAFT DANA 24, 1987.** Sloop, ProFurl, 4 sails, dodger, Tillerpilot, Loran, shower, propane stove, Icom VHF, 110v, depth, whisker pole, inverted good ground tackle, full winter cover, extensive extras and upgrades. Includes 1993 custom trailer. \$55,000 (408) 867-4933 or (510) 540-1949 x165.

**J-24, 1983.** Melges faired keel and rudder. New set North Sails plus Shore practice set. Latest go-fast deck layout. Excellent condition, ready to race today. Incl trailer and gear. \$11,500 obo. (415) 453-1123.

**CLASSIC POCKET CRUISER, MORGAN 24, 1967.** Built by Charlie Morgan. LPU, custom interior, dodger, 8 hp Nissan, lots of sails, must see. Owner out of state. Price negotiable, open for proper adoption. (510) 649-9164.

**JY 15, 1994.** Bought new in '95 with trailer, single piece mast, active and growing class. Excellent condition. \$3500. (510) 652-8023.

**CAPRI 22, 1989** with trailer (telescoping tongue), Johnson 4 hp, wing keel, 110% roller jib. Safe quick cruiser. Adult owned never abused like new. No disappointments. Need to buy home, must sell. Out of water more than in. \$7,750. Call (408) 438-1392.

**MONTGOMERY 15.** Complete with custom trailer, spare wheel, 1995 3 1/2 hp long shaft outboard, 3 sails, bow pulpit, Porta-Potti, life jackets plus many other extras. Garaged and covered. Hardly sailed in fresh water only. \$5,500. Please call (916) 244-5946.

**SANTANA 21.** Swing keel, trailer, 7.5 hp Evinrude in excellent condition. Main and jib good. Strong, stable, fast. Easy to rig. Great for lakes, Delta or Bay. \$1,975 firm. (916) 791-2371.

**22-FT CHRYSLER SAILBOAT, 1980.** With tandem axle trailer. Custom extra heavy rigging. Honda 10 hp outboard w/ rmt controls, Baja and Alaska Intercoastal veteran. Extras. \$5,500 obo. (707) 765-2628.

**RANGER 23, 1974.** Gary Mull design, great Bay boat, new standing rigging, 1993. All lines lead to cockpit. Spinnaker, drifter, 150, 125, 110, storm jib, main, 6 hp Evinrude, 2 Gemini compasses, new electrical system 1995, Gel battery, VHF. \$4,000. (415) 321-7579.

**16-FT INTERNATIONAL CONTENDER.** The ultimate single-hander. No need to find crew to sail. Just you out on a trapeze planing windward. New carbon fiber centerboard. All new lines. Blocks, stays, hardware. New LPU paint and trailer. \$2,650. (916) 758-7245.

**ISLANDER BAHAMA 24.** Three bags, DS, club foot jib, lines lead aft, VHF available, Honda outboard. See in Oakland. \$2,750 obo. Call (916) 343-9080 for info, or page (510) 319-2789 to see.

**24-FT GLADIATOR, 1968.** Fiberglass, full keel, good standing & running rigging, lines aft with Spinlocks, Harken winches, traveler and backstay adjuster, jib/genoa tracks, boom vang, compass, charger. As is, where is - lien sale vessel \$3,000. Kappas Marina (415) 331-5919 or (415) 332-5510.

**MOORE 24SC, #154.** Full sail inventory including new main and #2. Great shape and well maintained. Nissan outboard and trailer. Will finance or trade for purchase towards 30-35' sailboat. \$14,900 obo. (408) 425-2475.

**CATALINA 22, 1973.** Swing keel, trailer, Evinrude o/b, all in excellent condition, see at Alameda Marina Dry Storage S-588, owner buying new boat. \$1,750. (408) 629-4700 or (408) 997-7336.

**WINDROSE 22, 1980.** Dinette model, swing keel, Pop Top. Main (1 rf), cvr, jib, 120. Full lifelines, new interior cushions, anchor, compass, tilt rudder, swim ladder, 5 hp o/b, trailer. \$4,200. Great family boat. (408) 252-1751.

**J-24, 1984.** Minimum class weight, new epoxy bottom, faired keel and rudder, racing deck layout. Interior in excellent condition. Great mast. \$6,000. (310) 320-5671.



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## 25 TO 28 FEET

**NEWPORT 27, 1977.** New Leading Edge sails, full batten main, new ProFurl roller furling, new upholstery, wheel steering, Atomic 4, bimini top, dodger, VHF, depth, AM/FM CD, gennaker, man overboard pole, 2 anchors, great Bay boat! Was \$12,000 reduced to \$8,000 firm. (415) 383-3163.

**BRISTOL CHANNEL CUTTER 28, 1989.** Excellent condition, factory built. Never cruised, 3 cylinder Yanmar. Pro-furl furling jib, Pardey steering vane, totally prepared, documented. New replacement cost \$180,000. Lying San Francisco. \$114,000. (415) 821-0617.

**SAN JUAN 28, 1980.** 6'2" headroom, 10' beam. Yanmar diesel 15 hp engine. 3 new Clark sails plus spinnaker. 3 anchors, sleeps 6. Mint condition. Loaded on trailer. \$14,000 obo. Trailer \$1,800. Call for specifications and picture (916) 763-9826.

**BALBOA 27, 1979.** Excellent condition, swing keel, tandem trailer, Yanmar i/b diesel, Autohelm, lots of sails & equipment, bottom paint, VHF, CB, DF, stereo, stove, sink, fold-away table, Porta-Potti, custom cabinets, lots of room, dinghy & much more. \$10,400 obo. (916) 894-2751.

**CATALINA 27, 1984.** Diesel, new batts, batt charger, dock power, 2 burner stove, 2 man inflatable, radio, adj backstay, boarding ladder, double lifelines, Lifesling, main & 120% furling jib, holding tank with Y valve, auto bilge pump, Tillermaster. \$15,000. (408) 778-0047.

**25-FT BAHAMA McGLASSON, 1976.** Full keel, 2 main sails, 2 jibs, VHF, compass, lifelines, 1993 Johnson Sailmaster - 40 hrs. Sleeps 4. Great Bay sailboat in good condition. \$2,900. Call (415) 331-8294.

**PEARSON 26, 1973.** Solid Bay sailor, 9.9 o/b, Autohelm, Mast Mate, Origo stove, Magna grill and extras. Transfer forces sale. \$6,000 obo. (510) 485-9888.

**MILLER 28, heavy fiberglass, offshore veteran,** roller furler, spacious teak interior, new diesel, \$11,500 obo. Haida 26, offshore proven, diesel, new sails, rigging, interior, standing headroom, trailer, \$11,950. Best offers on LectraSan, Espar D-1 furnace and CNG stove, reliable Atomic Four. (415) 331-7576.

**HAWK FARM 28, 1976, CANNONBALL.** Season champ. Perennial trophy winner. \$12,000. Jeff Allen (415) 453-0610 x 30.

**CATALINA 25.** Swing keel, with EZ Loader trailer, 9.9 Evinrude elec start, marine batt charger, 4 jibs, new Pineapple main, knotmeter, stove, VHF & stereo. Anchor, sail covers, Pop-Top with vinyl tent. Many extras, excellent condition. \$8,500. Dave (209) 586-6368.

**CATALINA 27.** Depth finder, knotmeter, compass, 7.5 Evinrude with battery charger, three sails includes storm jib, whisker pole, stove, sink and head. Roomy and clean. Berth at Serria Point, Brisbane. \$5,975. (415) 239-8646.

**BALBOA 26.** Excellent condition. Remodeled cabin. Self-furling jib, all lines lead aft, VHF, diesel, stove, 3-way refrigerator, 9.9 Johnson, compass, transom trailer and more. Includes slip in beautiful Monterey. Best offer over \$15,000. John, days (408) 224-3434; eves (408) 225-8181.

**PACIFIC SEACRAFT 25, 1977.** Yanmar diesel, autopilot, wind speed, knotmeter, dodger, self-tailing winches. Lots of other stuff. Clean, good condition. Located Monterey. \$16,500. Would take Typhoon, Montgomery 17 or other in partial trade. (602) 788-4245.

**TARTAN 26, 1973.** Yanmar inboard (1993), new main, all lines lead aft, VHF. Sleeps four, propane stove and much more, this well maintained blue water durable constructed boat has been a favorite in Baja. Last bottom 7-1-95. Located at RYC. Will fax info. \$7,800. Oscar (510) 237-4033.

**PEARSON TRITON 28.** Loran, DS, VHF, FF, Pebble heater, Sony Trinitron, stereo, Atomic 4, 11 sails. Strong boat, in Alameda. \$12,500. Dave (510) 254-4123.

**26-FT T-BIRD, 15 hp saildrive, 2 mains, 1 genoa, 1 jib.** Very good condition. \$1,300 obo. Ready to sail. (707) 869-4196.

**CAL 25, 1964.** 3 sails, VHF, AM/FM cassette, shore power, 12v, charger (built-in), 6 hp outboard, alcohol stove, extras. \$2,800. Rudy in Berkeley (510) 527-1803.

**YANKEE 28.** 3/4 ton race/cruise sloop. 3 sails, spinnaker pole, VHF, 2 anchors. Almost new, gelcoat, sail covers, poly coated mast. Good condition. Located at Lake Mead. \$12,000 obo by 9/1/96. Must sell. Call (909) 624-0624 or fax (909) 624-1873.

**ISLANDER 28.** Good condition, main, jib, Atomic Four, some electronics, stove, head, charger. \$6,000. Carter or Peter (415) 495-4911 days.

**OLSON 25.** 1996 Midwinter Class winner, Pineapple race sails, outboard, Porta-Potti, stove, knotmeter, race or play! Owner motivated. \$11,500 obo. (209) 532-2101.

**EXPRESS 27.** New baby has displaced my boat. Boreas Race record holder, Kevlar Sails, Yamaha outboard, trailer, Loran, stereo, VHF. Ready to race. \$16,000. (415) 529-0305.

**CATALINA 25, 1984.** Excellent condition. 10 hp Honda. Swing keel. Pop Top. VHF. AM/FM cassette. Propane stove, battery charger, shore power. Sleeps 4. New bottom paint. Split backstay. Kept in fresh water in Delta exclusively. Asking \$7,500. (510) 634-8106 or (510) 447-4157.

**NEWPORT 27, 1977.** New Leading Edge sails, full batten main, new ProFurl roller furling, new upholstery, wheel steering, Atomic 4, bimini top, dodger, VHF, depth, AM/FM CD, gennaker, man overboard pole, 2 anchors, great Bay boat! Was \$12,000 reduced to \$8,000 firm. (415) 383-3163.

**SUN 27.** Perry design, excellent condition, solid fiberglass hull and foam core deck, new rigging, three sails, jiffy reefing. Yanmar diesel, shore power/water, depth, speed, wind, lighted compass VHF, stereo, battery isolator/charger, dual marine batteries, water heater. Fore/aft anchors, inflatable dinghy, canvas boat cover, custom cockpit cushions. Teak interior, 6' headroom, enclosed head, galley, navigation station. Maintenance log. Great sailing boat. Located at Marina Village, Alameda. Call for photos, equipment inventory. \$11,500 obo. (510) 682-1909 or (415) 744-1601.

**BALBOA 27.** Absolutely beautiful condition! Brand new electric start 9.8 longshaft outboard. New canvas; dodger, sail covers, etc. New bottom paint. New VHF and marine battery, AM/FM stereo, depth sounder, compass, bristol leak interior w/ stove, head, pressurized water, sleeps six! With E-Z Roller trailer, this 1983 easy sailer is the perfect pocket cruiser or Bay boat! \$8,500 obo. Steve (415) 258-2041.

**CHEOY LEE 26 "FRISCO FLYER".** Beautiful. Fiberglass bottom-teak topside. Full cover. Six bags of sails. Volvo diesel i/b, dual batteries, depth sounder, knotmeter, VHF, stove, enclosed Porta-Potti, dodger. Hauled/ bottom painted 9/95. \$8,000. (510) 370-9338 after 6pm.

**MacGREGOR 25.** 1986. White/blue. 15 hp Yamaha. Anti-foul bottom, trailer. Main/jib w/ custom covers. Depthfinder, new VHF radio, EZ mast raiser. Sleep 5, Porta-Potti. All USCG safety gear. Ready to sail! \$5,900. (510) 827-3075 or (415) 574-0242.

**CORONADO 25.** Good condition, one owner, Johnson 6 hp o/b low hours, fixed keel, 2 main, 1 jib. Alcohol stove, sink, sleeps 4. Great for Bay and Delta cruising and family sailing. Berthed in Redwood harbor. \$3,400 obo. (415) 327-5502.

**MacGREGOR 25, 1979.** Fun bay or fresh-water boat. Great condition. Swing keel, trailer, like-new Honda 8 hp outboard, new VHF, new Porta-Potti. Includes main sail, jib, genoa, Pop-Top, anchor, etc. Dry stored in Alameda. \$2,800 obo. (408) 294-3876.

**CAL 2-27.** Good sails, inboard Yanmar diesel, VHF, KM, compass, autopilot, Loran, gas stove, all lines led aft. \$10,000. (408) 251-6436.

**CAPE DORY 28, 1980.** Full keel design by Carl Alber. Diesel, knotmeter, depthfinder, radio and alcohol stove. Excellent condition. Available for viewing from May 11. \$21,500. (510) 932-6656 or (510) 933-0879.

**ERICSON 27, 1974.** North fully battened main, North RF self-tending jib, all Harken equip, 12 lines led aft, rewired electrical, AP, dodger, Loran, pressure H2O, Atomic 4. \$11,500. Voice mail (510) 419-4527.

**CORONADO 27.** Best on on SF Bay! Many major custom improvements, inboard overhauled '95, many sails, electronics, complete gear, etc. It has it all! Always maintained in immaculate condition by longtime owner. Complete turnkey vessel. Must see! \$9,900 obo. (415) 924-8188.

**MacGREGOR 26, 1989.** Gas House Cove, SF Marina. 9 hp Evinrude, extra sails, ship to shore radio, AM/FM cassette, head, sink, tools, sail cover, rigged for SF Bay. Loaded. \$6,500. Call Peter, w (415) 752-4031; h (415) 661-4120.

**CAL 2-25, 1978.** Look around, compare, then come see the Best Buy on the Bay. Berth F44, Fortman's Marina. 5'10" headroom, custom galley, low hours on Yanmar, DS, tri-color, North sails. Low down, owner will carry. Asking \$8,750. (707) 995-3447.

**COLUMBIA 28, 1970.** Atomic 4, wheel steering, 2 batteries, recharger, VHF., compass, furling jib, anchors, holding tank, #16 winches, fitted for cruising, powered fresh water, Barbour Cold Box, AM/FM stereo. \$8,500. M. Kelly (510) 531-5952.

**PACIFIC SEACRAFT 25, 1976.** Rare center-board version with motor well. Excellent Delta gunkholer. Dodger and removable cockpit enclosure. Newer Honda 5 hp. \$6,500. (510) 224-1965.

**CATALINA 25, 1980.** Fixed keel, Pop-Top, new Evinrude 9.9 hp o/b long shaft electric start, battery charger, VHF, knotmeter, depthfinder, stove and potty, two anchors; new sail covers. Relocating, must sell \$7,000 obo. (510) 841-6944.

**26-FT ERICSON, liveaboard, new battery, new main, sails, outboard, compass, refrigerator, microwave, electric hook-up, phone, head, sink, sleeps five, gel coat within 2 years. \$7,300, negotiable. (707) 747-1387 or pager (415) 907-6894.**

**25-FT O'DAY, 1980.** Long keel sailboat. Customized with many extras! \$5,995. (510) 654-9295, lv msg w/ your phone number and time to call.

**CORONADO 27, HOT TUB.** Well maintained, large dry comfortable interior, sails well, Honda 10 hp with cockpit controls, 3 headsails, stereo, VHF, icebox, dinette. At Coyote Point. \$7,000 obo. Call Gary at (415) 843-3828 x 234, lv msg.

**FOLKBOAT.** Rare fiberglass hull. \$8,900 flexible terms. (510) 376-5122.



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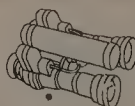
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**COLUMBIA 26, 1969.** Good condition, 4 sails, 8 hp o/b in excellent condition, VHF, Loran, new compass, 2 anchors. Moving, must sell immediately. Will take any reasonable offer. Oyster Pt. (415) 340-3405, lv msg.

**COLUMBIA 28, 1968.** Great condition, Atomic 4, shore power, new interior, bottom paint, VHF, depth, stereo, sleeps 5, clean legal head, dual batts, very clean boat, 110 jib, 160 genoa sails. \$8,200. Bob, days (510) 577-2112; eves or msg. (510) 481-2841.

**CORONADO 25.** Fully rigged and equipped, custom mast step, jiffy reef, lazy jacks, all lines aft, '92 Johnson 15 hp, shore power, 4 sails, LPU mast and boom, oversize spreaders, 2 extra shrouds, 4 Barient winches, split backstay, topping lift, custom cabin, dishes to drogue. \$4,500. Call (510) 769-1409.

**FOLKBOAT FOR SALE.** Boat, rigging and sails in great condition. Full cover, motor and hand-held radio. Asking \$3,500 and I will consider all offers. Bill (408) 954-1443.

**HUNTER 28.5, 1986.** 16 hp Yanmar, aft cabin, h/c pressure water, built-in microwave, Heart inverter charger, shore power, wheel, dodger, roller furling. Bottom paint 2/95, no blisters. Full covers, showroom condition. \$21,900 obo. (707) 374-2999.

**O'DAY 27, 1986.** Diesel inboard, roomy interior, three sails, self-tailing winches, cockpit cushions, marine head/holding tank, new batteries, 110v shore power. VHF radio, 6' headroom, hauled Sept 95. Like new condition. \$13,500. Call (510) 228-2852.

**CATALINA 27, 1971.** Excellent condition. New Johnson 9.9 o/b, new mast and rigging in 1993, new upholstery. Stereo radio and tape deck, compass, VHF, knotmeter, two jibs, main sail with two reef points, whisker pole, 2 burner stove. Great Bay boat, berthed at Grand Marina, Alameda. \$6,200. (415) 328-8076.

**ERICSON 27, 1976.** 5 sails, Atomic 4, wheel steering, new batteries, Lectrasan head, KM, DS, VHF. Large inventory. Excellent condition!! \$9,600 obo. (707) 745-8458.

**26-FT (31 LOA) PRIVATEER KETCH, 1966.** Gilmer design, solid glass, classic lines, new sails, rebuilt Yanmar 10 hp. Excellent sailer, interior currently stripped, worthy project, plans have changed. \$5,500 with engine or \$4,000 without. Steve (415) 655-8307 numeric pager.

**COLUMBIA 26T, 1978.** Roller furling extra sails, lines to cockpit, 6'1" headroom. Trailerable. Health forces sale. \$11,000 obo. (707) 579-1680.

**EXCALIBUR 26, 1970.** Well maintained. New bottom paint. 3 sails (genoa never used), 2 compasses, knotmeter, new radio, 6.5 Evinrude. Great sailing boat. \$6,150 obo. (408) 688-7543.

**25-FT CORONADO.** Sail ready, roller furling, new stainless rigging, recent bottom paint, VHF, knotmeter, depthsounder, whisker pole, spinnaker pole, spinnaker, main, 2 jibs. \$2,700. Brian (510) 654-1172.

**MacGREGOR 26, 1987.** Sailing Big. Numerous additions and safety features have been made to this fine craft. Heavy rigging, lines lead aft, roller reefing, 4 reef points, flattening reef, toe and hand rails, Harken traveler and cam cleats, auto pilot, 15 hp, electric start, depth, knotmeter, VHF, chart table, lots of storage. Phone for a four page inventory with photo album. \$16,780. Hank (707) 441-2780 or (707) 443-1665.

**SPIDSGATTER 25.** Classic Colen Archer design wooden double-ender. Frequent master mariner competitor. Great Bay sailer. Located Alameda Marina. \$3,000 obo. Call (510) 352-0409 before 9:30 pm.

**CATALINA 25, 1985.** Swing keel w/ trailer. Main, jib, genoa. Honda outboard, knot/log/depth, VHF, Autohelm, sunshade. Looks and sails like new. Very clean and ready to go. Emeryville slip E-05. \$11,000. Call (916) 677-1504.

**SANTANA 25, 1976.** Sleeps four, head, 3 jibs, 3 spinnakers all by North Sails and in good condition. Two speed Lewmar winches, race rigging. Ready to sail. On dual axle trailer. Needs minor miscellaneous work (paint, upholstery...). I'm ready to sell. \$3,900 obo. (408) 787-5479.

**CATALINA 27, 1975.** Outboard Engine w/ starter & alternator, 3 jibs, 2 mains, 1 spinnaker, auto pilot. Located Coyote Point. \$8,000 obo. (415) 578-0664.

**CATALINA 25, 1982.** Sacrifice, fixed keel, tall rig, Pop-Top, new Nissan 8 hp long shaft, VHF, depthfinder, stove and potty, jib, main and genoa. Excellent, rock bottom non-negotiable deal at \$5,900. Day/night (510) 254-9101.

**CHEOY LEE OFFSHORE 27, 1971.** Beautiful boat in great condition, rebuilt Volvo diesel, new tuff canvas cover, dual batteries (new), Porta-Potty, stove, VHF, stereo, fantastic Bay boat. \$7,500. Possible trade for trailerable race boat. (510) 524-2240.

**CATALINA 27, 1973.** Nice condition, clean interior, used in fresh water only. New dual batteries and charger, full galley: alcohol stove, sink, ice box, dinette. Standing headroom, sleeps 5. Radio, compass, knot, depth, enclosed head. Johnson 9.9 long shaft w/ electric starter, two six-gal gas tanks, fixed keel, self-tending jib. Stockton berth. Must sell. \$6,500. (408) 997-7410 days, (408) 225-7565 eves.

**SANTANA 27.** Built 1968. 9.9 Evinrude. Both for \$4,500. Santa Cruz slip privileges for 1 year. Jib and main 4 years old. Depth sounder. Alcohol stove 3 years old. Call (408) 867-1704 for trial sail or more info.

**COLUMBIA 26 MARK I.** Perfect condition, roller furling, 9.9 Mercury w/ elec start, 6' headroom, new bottom paint Sep '95, full keel, sleeps 4, 25 gal H2O tank, new windows, no leaks, DS, KM, VHF radio, Berkeley berth J-206. \$5,500 obo. (415) 221-5058.

**DESPERATION SALE!** I gotta move and sell my boats: a 1981 Capri 25 (looks like a J with a nice cockpit) for \$3,900 obo and Soling US101, a 26' racing daysailer with trailer, for \$2,900. Both well maintained and equipped. (707) 765-2928.

**CAL 25, 1970.** Very good condition. Five sails (including spinnaker). Rigged for racing and single-handed sailing. Harken traveler, compass, whisker pole, six winches (Barient and Barlow). New battery, new cushions, sleeps four. Petit bottom paint 11/94. \$3,200 obo. (510) 980-0627.

**CATALINA 25, 1980.** Pristine throughout. Swing keel, trailer, Honda 9.9, bottom & barrier coat, 1995. All lines to cockpit, Spin locks, jiffy reefing, internal halyards, new drifter, 3 jibs, compass, knot log, depth gauge, autopilot, custom cushions, 3/4 cover. At Clearlake. \$8,400. Call (707) 279-0259.

**25-FT DAWSON KETCH.** Center cockpit with fore and aft cabins, sleeps 5, galley, head, pulpit, lifelines, sail covers, wheel steering, i/b engine, heavy swing keel. Easy to trailer. A-1 shape. (415) 924-4497.


**CHEOY LEE OFFSHORE 27, 1969.** Rebuilt, retit and carefully maintained for 15 years. One of the most beautiful offshore 27s in Northern CA, this boat is a place, not a project. Customized for serious coastal sailing. \$22,000. Four page description or appointments at (510) 527-2685.

**LANCER 28, 1978.** Good condition. Roller furling jib, 7 1/2 hp Evinrude Yacht twin motor (runs well), VHF, holding tank, nice teak interior. I'm leaving June 1, so I'm motivated. Asking 1/2 BUC Book value. \$4,500 obo. (510) 559-8942 or (415) 978-7071 (pager).

**COLUMBIA 28, 1968.** Great condition, Atomic 4, 4 sails. Lots of teak, clean head, excellent sound system, VHF, dual battery, compass, knotmeter, BBQ, whisker pole. Clean boat. \$7,000 obo. Pager (415) 774-3664.

**CHEOY LEE OFFSHORE 27, 1972.** One of the finest available. Extensively equipped for offshore cruising. Monitor vane, DM, KM, solar, custom electrical panel, much more. Full specs and photos available. \$16,500. (707) 747-1177 days. (510) 524-7806 eves.

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**NORTHSTAR 25, 1973.** 5 sails, Atomic 4, rigged to the max for single handing. Compass, knotmeter, potty, sink. Must sell this month. \$9,900 obo. Parker Taft (707) 643-5696.

**26-FT RHODES MERIDIAN, 1964.** BMW i/b diesel. Simple, safe, beautiful sailing craft. Rigged for single handing. New running rigging, club jib, genoa, main. Sleeps 4. Porta-Potty, VHF. Heavy laid fiberglass hull. Gorgeous mahogany brightwork. Berkeley marina. \$7,000. Call (510) 540-5839.

**MacGREGOR 25, 1985.** Swing keel and trailer 9.9 hp Mariner, new roller swage rigging with adjustable backstay, genoa, working jib, storm jib, depth finder, VHF, stereo, Lewmar winches and more. \$5,500. (916) 546-8221.

**ISLANDER 28, 1984.** Excellent condition. New bottom paint. 2 new batteries. Yanmar diesel inboard. Roller furling, depthsounder, marine radio and more. One owner. In San Francisco, Pier 40. \$20,000 obo. (415) 285-7401.

**CATALINA 27, 1985.** Really excellent condition. Very well rigged for racing and/or cruising. Harken convertible turler. Mylar class jib and furling jib. Diesel. Autohelm 2000 & other cruising gear. New bottom paint 6/95. Motivated seller. Price reduced to \$16,450 obo. (415) 456-1130.

**CATALINA 27, 1975.** Excellent condition, new interior, sleeps five, VHF, main, 3 Jibs: 90, 110, 150% genoa with pole, Yamaha o/b, cockpit cushions shore power w/ charger, inflatable dinghy, microwave, 2 anchors, many extras, well maintained. Located Coyote Point, slip available. May consider partnership. \$6,995. (408) 998-2418.

**26-FT INTERNATIONAL FOLKBOAT.** Sail a plastic classic! Easy sailing, safe and sturdy, Swedish built, at home on Bay or ocean. Dodger, lines led aft, new standing rigging and halyards, 5 sails, 4 hp outboard. Hauled last October. Sausalito slip. \$6,000. (510) 845-3928.

**26-FT EXCALIBUR, 1978.** Solid Bay boat. New Furler furler with kevlar/mylar sail, VHF, Loran, 8 hp Mercury o/b. Good boat at a good price! Asking \$5,000. (415) 780-9107.

**CATALINA 27.** Traditional interior, o/b. Fresh water boat in very good condition. Extremely well equipped and rigged — too much to list. \$8,000. John or Kay (916) 383-1132 for details.

**CATALINA 27, 1977.** Great family boat in excellent condition. Mast and rigging only 2 years old. Engine runs great. Two mainsails with cover and 110% jib. Also included: electric winch, Autohelm, adjustable backstay, knotmeter, depthfinder, vector Loran, two burner stove, 4 life jackets, sleeps 6, Lifesling, BBQ. Located in Santa Cruz Harbor. Asking \$13,500. Call for appointment with Dan (408) 458-2517.

**ERICSON 27.** Inboard, full set of sails, VHF, \$8,500. (415) 892-1369.

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**27-FT INTERNATIONAL FOLKBOAT.** Fiberglass full keel sloop, outboard. \$4,000. Days (415) 492-1755, eves (415) 457-5669.

**ERICSON 26.** \$2,700. Columbia 24, KM, log, DS, \$1,500. (415) 892-1369.

**PACIFIC SEACRAFT 25.** These vessels twice voted best pocket cruiser by Forbes. Full keel, inboard Yanmar diesel, many extras, fathometer, log, VHF included. New battery, autopilot, stove, head, spin., etc. \$14,900 obo. (707) 224-5012.

## 29 TO 31 FEET

**OLSON 911 SE, 1989, RUDE DOG.** Very clean racer/cruiser. 6 bags sails, check stays, Navico Instruments, Sail Comp, autopilot, killer CD stereo, VHF, Micrologic Loran, Yanmar Diesel, new dodger, & much more. \$43,500 obo. (510) 814-7285.

**NEWPORT 30 MK III, 1982.** Loaded & meticulously maintained. Ideal liveaboard. Micro oven, stereo, stove/oven, h/c shower, BBQ, custom cabinets, new dodger & Bimini, new furling main & jib, S/T winches, new lines lead aft, VHF, DS, RDF, low hr. diesel, cockpit cushions & table, w/ anchors/windlass, wheel, etc. Reduced to \$28,500. (510) 655-9469.

**CAL 29, 1969.** Racing gear, 14 sails, heavy mast and rig. Needs your experienced effort to restore and repair interior. On 3-axle trailer in So. Cal. \$6,500 for both obo. (805) 962-4073, leave msg and phone number.

**CATALINA 30, 1976.** Recently hauled, surveyed and painted. New thruhulls, sail covers, halyards, fenders, etc. Yanmar diesel. 2 head sails. Galley, head, refrig clean, looks great. Good liveaboard. Berthed in Sausalito. \$16,900. (415) 665-9135.

**SAGITTA 30, 1966.** Sleek Danish double-ended world cruising vet. Full keel w/ cutaway forefoot. F/g hull and deck w/ epoxy barrier coats. 9' beam, 11,500 lbs displ, 4'9" draft. Ext chainplates w/ new rigging, Norseman fittings. Alum spars w/ mast steps, tri-color, boom gallows, dodger. 8 sails, diesel rebuilt 1995. Tillermaster autopilot, wind/speed/depth electronics, VHF, Loran, RDF, CQR, Danforth anchors, 300' chain, windlass. Propane stove. Avon dinghy. Just appraised at \$33,200. Must sell. \$24,900. (805) 650-9528.

**CHEOY LEE OFFSHORE 31 SLOOP, 1969.** Excellent condition, glass hull, teak decks, Volvo MD-2 diesel, pedestal steering, two anchors, anchor windlass, new interior cushions, full boat cover. Berthed at South Beach Harbor, SF. \$24,000. (415) 967-9567 any time.

**PEARSON 303, 30-FT 3", 1984.** 1994 sails, full batten main, tri-radial jib w/ Harken furling, new Dutchman sail flaking system, Yanmar 2GMF diesel. Bottom painted March 1996. Autohelm instruments, windspeed & direction, depthfinder, knotmeter. Tiburon berth possible. \$29,950. (415) 435-2777; fax (415) 435-7620.

**BENETEAU 305.** Liberty Cup Series, 1988, No Equity Wanted - assume loan on 'like new' sailboat. Loaded with extras. Racer/cruiser. Documented. Original owner. No dealers please. \$45,000. Eves (415) 328-0346.

**CAL 30, 1967.** Buoyant Girl. Excellent condition. Current improvements include: hull newly painted, automatic bilge pump, 2 dual batteries, battery charger, stereo, rebuilt atomic 4. Spinnaker, pole, genoa. VHF, sleeps 6, 6' headroom, alcohol storage. No fiberglass blisters ever! Regularly hauled. Classic full keel sloop. Great Bay & Delta boat! \$10,500. (916) 885-1906 or (916) 663-3801.

**NEWPORT 30 II, 1976.** Professionally maintained Bay, Delta, and coastal one design class racer/cruiser. Partnership dissolving. Three head sails, and spinnaker. Avon Redstart w/outboard, VHF, DS, Loran, KM, and new cushions. Berthed in Sausalito. \$16,500. Bill (415) 347-2686.

**30-FT RAWSON CLASSIC.** Sail the world in this full-keeled cruising sloop. One of the safest, driest boats on the Bay. Great for your white-knuckled friends. All new sails with new Harken furl jib, diesel, VHF, DS, KM, etc. 6'3" headroom throughout. (408) 395-5822 days.

**BEST 30-FT ERICSON ON THE BAY.** Give us a call or leave msg at (702) 825-3914 and we'll send you the specs.

**IRWIN 30, 1979.** Well built, fast and comfortable. Yanmar diesel. Clean bottom. New Hood main. Harken roller furling. Wheel. Lines lead aft, VHF, KM, WD, DS, Loran, stereo. Teak interior. Teak and holly sole. Shower. Extra gear. \$22,000. (415) 454-4443.

**YANKEE 30 TALL RIG.** All new 1995: autopilot, dodger, VHF, solar panels, GPS, Loran, 2 batteries. Atomic 4 overhaul 1994, 4 headsails, 2 spinnakers, 1 main (9 oz, 3 reefs), 3 anchors, 3 water tanks, gimbaled stove, lots of equipment, TransPac vet (twice). Asking \$18,000 obo. (510) 527-2465.

**CATALINA 30, 1983.** One owner. Excellent condition. Diesel, wheel steering, roller furling, dodger, bimini, radar, electric windlass, GPS, Autohelm, upgraded (4) battery system, dinghy/engine, new rigging, new transmission, best equipped on Bay. \$27,500. (415) 883-0407.

**30-FT WOODEN SLOOP.** Professionally-built in New Zealand, 1974. Beautiful, low-maintenance strip-planked hull (1 1/4" Kauri wood) with heavy framing, fiberglass-covered deck and cabin. Racing/cruising (Planet Class) design with modern rig, aluminum mast, SS rigging, modified full keel (nimble yet stable), diesel (recently serviced - new batteries). Complete set of sails including, 2 Genoas, spinnaker, storm sails. Self-steering, 3 anchors, liferaft, new bottom paint. \$18,000. (707) 629-3349 Johan.

**HUNTER 30, 1978.** Yanmar diesel, wheel steering, DS, KM, VHF, radar, new head, h/c water, many upgrades, teak finished interior, many extras. This is the one. (805) 772-5360. \$18,000.

**FARALLON 29, 1976.** Handsome, ruggedly built, custom blue water Cruiser, sleeps 6. 13 hp Volvo diesel MD6B, Dodger Spinnaker, 200' Chain, 2 anchors, 6 person liferaft, high density foam cushions and Berkeley upwind berth. Must see. \$24,000. (510) 655-4740. Michael.

**PEARSON 30, 1978.** A very pretty boat inside and out! Freshwater Atomic 4, excellent condition. Jibs, cruising spinnaker, all lines led aft, dodger, Autohelm, VHF, Loran, and much more. This is a great boat! Recent survey. Bottom 6/95. \$17,500. (209) 551-9850.

**ALBIN BALLAD 30, 1978.** Sleek Swedish half-tonner racer/cruiser Volvo 13 hp low hours, skeg, fin keel. Furler gear, dodger, auto pilot, Shore power, charger, VHF, depth, RDF. In excellent condition. Berkeley berth — will teach. \$19,700 (reduced). (510) 524-2609; fax (510) 525-8846.

**30-FT GREAT LAKES KNARR.** Beautiful bright mahogany on oak. Full custom cover to waterline for sunlight protection. The spar is white LPU for low maintenance. Rigged with Harken equipment. This boat is a turn key deal (if it had a key) and is ready for Bay sailing. New 3.5 hp Nissan outboard and crispy sails including spinnaker. She is always graced by admiring eyes. \$8,000. Simon at (510) 339-2436.

**CATALINA 30, 1980.** New 18 hp universal diesel, two jibs, roller furling, DS, KM, VHF, wheel steering, alcohol stove, AM/FM/cassette, ilov, hot water, pressure water, just hauled and nothing to do but sail her. \$22,500. (415) 637-1283 or (415) 593-6565.

**PEARSON 30, 1977, LUTETIA.** Never raced and lovingly cared for. Pacific Coast Canvas dodger w/rear and side handholds, autopilot, inflatable w/outboard, rebuilt Atomic 4. Great boat for local cruising. \$22,000 obo. (415) 726-0416.

**SEA EAGLE 31.** One owner, beautiful Huningford design double-ender, great sea motion medium displacement cruiser. Teak interior, Loran and electronics. Five sails, lee cloths, dodger. Private forward berth plus port/starboard berths. Yanmar 25 diesel. \$49,000. (209) 529-2178 eves or Ron @ ccc-infonet.edu.

**RAWSON 30.6, 1967.** Roomy blue water cruiser, glass, exc. condition, Harken roller furling, Palmer 4 cyl inboard, oven/stove, dinghy, VHF, dodger, stereo, refrig, sleeps five. \$14,000 obo. Call (510) 726-8798.

**CAPRI 30** with dual axle trailer, Mercury 7.5 hp outboard, 8 sails, race ready, must sell, \$7,000 obo. (408) 723-2926.

**ERICSON 30, 1969.** Located in SF Marina West Harbor. Atomic 4, VHF, depthfinder, knot. Spacious interior. \$13,500. (415) 332-8676.

**SAN JUAN 30.** Volvo inboard diesel, 94-95 refurbished, new electronics, Harken self-tailing winches, complete rewire, lifelines. This boat is in excellent condition. Must sell. Fast is fun! \$12,000 obo. (408) 257-8859 or (408) 252-8737.

**YANKEE 30.** Classic S&S design. One of the all-time great Bay or bluewater boats. Handles beautifully. Easily single handed. Well equipped and maintained. Fresh epoxy bottom job. Call (510) 597-0812.

**KIWI 30, 1976.** Ron Holland 1/2 ton design, kick butt on the Bay at half the price of a 'J' 11 bags, Atomic 4, sleeps 4, new upholstery and paint in/out in dry storage for thorough inspection. \$13,500. (415) 924-4971.

**S-230-FT.** A must see, quality built, center cockpit (1978). Perfect for family or personal sailing adventures. Aft cabin privacy, head/shower, h/c water, galley, diesel, VHF, KM, DS, stereo, dodger, furling, extras. Benicia Marina. \$24,500 obo. (916) 484-3016.

**HUNTER 30, 1978.** Excellent condition, Yanmar diesel with low hours, wheel steering, club jib, KM, DS, VHF, Loran, barrier coats, new upholstery, shower, hot & cold water, sleeps 6. \$19,500. (510) 685-1679.

**J/29, 1983.** Great boat. Original owner. Must sell — going cruising. Stored on trailer (included). New Johnson 8 hp outboard, VHF, marine head, anchor & rode, life jackets, brass oil lamp. No blisters, very clean competitive racer/cruiser. Add water. \$21,500. (510) 337-1586.

**WORLD CRUISER.** Beautiful Dutch-built Contest 31 offshore sloop. Heavily constructed fiberglass with 25 hp Volvo diesel. Performance underbody with modified fin keel and skeg-hung rudder. Oversized rigging, twin backstays, pedestal steering, tabernacled mast, Autohelm 3000, battery charger, RDF, GPS, Loran, etc. This is a fast, capable, quality-built offshore cruiser that will take you anywhere in the world you want to go. Must Sell ASAP! Giving it away at \$21,500. (805) 995-2437.

**NEWPORT 30 MK III, 1982.** Great Bay/offshore vessel, 3 headsails, all lines lead aft, self-tailing winches, autopilot, instruments, epoxy bottom, diesel, liveaboard interior. Alameda slip. \$23,400. (408) 373-1838.



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**TARTAN 30, 1971.** Two batteries, Atomic 4, VHF, Signet WS, WD indicator. S/S design. 2-yr-old sail covers. Great boat for Bay sailing. \$9,800. (308) 234-6415.

**CATALINA 30, 1976.** Recently hauled, surveyed and painted. New thru-hulls, sail covers, halyards, main sheet, fenders, etc. Yanmar diesel. 2 head sails. Galley, head, refrig. Clean, looks great, good liveaboard. Berthed in Sausalito. \$16,900. (415) 665-9135.

**CORONADO 30, 1972.** Solid cruiser, 10'1" beam, draws 5'3". Palmer M60 inboard, VHF, Loran, knotmeter, depthsounder, tape/AM/FM, Autohelm, trim tab, primary anchor 35# CQR, 170' 5/16" chain with manual windlass, 50 gal water, 20 gal gas, 6 gal elec water heater, head, galley with 2 burner stove & oven, Force 10 cabin heater. Located at South Beach, SF. \$13,500. Michael (415) 826-8299 for details.

## 32 TO 35 FEET

**35-FT ALBERG/PEARSON, 1965.** Classic fiberglass sloop, full keel cutaway. New custom interior, recent haulout, all new seacocks, new L.P. paint inside & out, LPG stove/oven, fridge, wheel & tiller, 7 sails, autopilot, strong, roomy & comfy cruiser. \$29,500. Call (714) 840-3246.

**BRISTOL 33, 1969.** Ready to go with roller furling, spinnaker, dinghy, windvane, liferaft, radar, VHF, DS and lots more. Stout hull, no blisters! A fast, stable cruiser ready to sail anywhere. \$26,500. (408) 441-0655, evenings.

**CONTESSA 32, 1976.** *Running Free.* Cruise ready. New sails in '93. Roller furling headsail. Monitor windvane, Tillermaster AP, radar, SatNav, 22# Bruce & 200' chain. Hauled & painted '94. \$25,000. Boat is in La Paz, Baja. (415) 359-5974.

**33-FT APHRODITE 101.** Danish Swan, coastal racer/cruising, mahogany interior, fiberglass hull with new epoxy - Micron bottom, new sails, new cushions, new deck hardware, electronics, rigged for singlehanded, Volvo diesel. Loaded. RYC berth. \$23,500. (415) 334-1387.

**J-35, TATIANA.** Former NA champion, good sails. \$39,000. (714) 497-2902.

**BALTIC 35, 1986.** Performance racer/cruiser. Great aft cabin. Light use, good upgrades, new bottom. 85, 95, 150, 135ft headsails. 1.5 oz chute. Teak cockpit and Bridgeway. For sale at \$95,000. (415) 328-0778.

**WANT A GREAT OLD BOAT** in excellent structural shape, but needing a little cosmetic work? This 32' Pearson Vanguard is priced to sell at \$15,500. New bottom paint, rigging, backstay, lifelines, boom, through-hull valves. 1995 Survey. If serious, call Bob (415) 349-7324.

**CASCADE 34.** Beautiful project boat can be made world cruisable with minimal additional cash investment. Your labor required for assembly. 6'4" headroom, professionally rebuilt Grey Marine engine and trans. Many other new parts. \$5,500. (541) 469-6681 or (707) 487-0353.

**PEARSON 323.** Very Nice Condition. Set up for cruising. Wheel, windvane, autopilot, ProFurl. Newer Sails, spinnaker. Propane stove w/ oven. Cabin heat, radar, Atomic 4. Epoxy Bottom. Much more. Asking \$34,000. Will consider partial trade for trailerable racing keelboat, such as Merit 25 or ??? (510) 525-0919 or 643-0920.

**COLUMBIA 32.5, 1965.** Nice lines, large cockpit, alcohol stove, sink, 10 gal water tank, head, sleeps 4. Main, jib, Jenny, spinnaker, last. Cruising boat, \$8,000 obo. Santa Cruz 27, new boat. Never launched. Needs sails and running rigging. With trailer, \$12,000 obo. (408) 423-6000 or (916) 544-8226.

**HUNTER 33.5, 1988.** 11' beam. South SF location. Excellent condition, perfect liveaboard, light and airy, two full staterooms, sleeps seven. Lots of storage space. Full galley, two burner alcohol stove with oven, large ice box, h/c pressure water. Yanmar diesel, low hours, professionally maintained. VHF radio, depthsounder, knotmeter, double spreader mast, sails recently restitched and in great shape, lines lead to cockpit, wheel steering, self-tailing winches, Dantorth anchor with 25' feet of chain, winged keel, tresh bottom. \$38,500 obo. Jim (916) 351-9822.

**MORGAN 33 O.I., 1973.** Heavy duty cruising sloop. 4100 Perkins diesel, tiller, dodger, Aries vane, propane cook stove, 5 sails, 4 anchors. \$20,000 obo. (702) 847-7777.

**ISLANDER 32, 1978.** Dodger, fireplace, very clean. Was a great liveaboard for 2 years. Bay and coastal cruiser. \$23,000. (510) 679-1343 eves and wkends.

**35-FT CHEOY LEE LION, 1962.** 1996 haulout, survey, freshly painted hull and spars. Winning racer, comfortable cruiser, liveaboard. No maintenance teak hull. Pretty interior. Call for full inventory of many professional upgrades over past 12 years. \$26,800. (707) 895-3506.

**FAST 345, 1984.** 34.5' Great fast cruiser/liveaboard. Ron Holland designed, racing exterior, spacious and beautiful interior with aft cabin. Fully equipped. \$45,000. Call us for details: (206) 528-5794.

**CHRIS CRAFT 35 SLOOP, 1972.** Loaded for cruising, full keel, 11' beam, Perkins 4-107 diesel, a/c Auto-Gen, Alpha 3000 Autopilot, refrig, hot water, aft cabin, 6'2" headroom, 3 anchors, 2 dinghies, 7 sails, roller furling. Hauled 8/95. Wind, depth and navigation instruments. \$33,500 obo. (415) 453-3381.

**CAL 35, 1980.** Sloop, cruiser/club racer. Great condition. Fully equipped: VHF, Loran, knot, log, depthfinder, stereo, heater. Teak interior with 3-burner CNG and h/c water. Complete with galley and safety equipment. \$44,900. (510) 582-2110.

**33-FT TARTEN TEN RACING SLOOP.** Awlgrip white hull, mast and boom. Green dodger and weather cloths, new interior, new racing main, extensive inventory, possible city marina slip. Asking \$19,000. Deborah (415) 252-5555.

**ERICSON 35, 1971.** #168. New North inventory. Yanmar diesel, Ballenger double spreader rig. Completely rebuilt from hull and deck to '90s specs. Good for another 20 years of fun sailing. Call for spec sheet/pictures. \$34,500. (206) 230-0472.

**YAMAHA 33, 1978.** Solid, swift well-built racer/cruiser. Yanmar diesel, rebuilt '93, folding prop, hydraulic backstay, knotmeter, depth, compass, VHF, LPG range/oven. Full headroom. Fiberglass with teak interior. Great storage. Tiller steering, 4 jibs, 2 spinnakers. \$27,400. (707) 224-1512.

**RANGER 33, 1976.** Atomic 4, wheel, VHF, DS, knotmeter/log, WP, WS, Autopilot, 3 headsails, 2 burner propane stove w/ oven, refer. Benicia marina berth. Nitrite with blue sheer. \$20,000. (916) 795-5472.

**J-35c, 1990.** The 35c is the ideal cruiser/racer. Fast, fun to sail low maintenance with lasting quality and classic good looks. Roomy aft cabin and forward V-berth are ideal for two couples or a family. White bulkhead interior with teak trim 16 opening ports/hatches, rod rigging, Quickvang Autohelm, IOOA Alt, 3 Gels, Navtec HYD Backstay, GPS, Loran, Muir Vertical windlass, new dodger, stereo CD, Maxprop, furling, North Sails. 100% summer ready. \$109,000. Days (805) 988-1641, eves (805) 644-1260.

**1974 RANGER 32, TOUCHSTONE.** A Gary Mull designed racer/cruiser. Clean, strong and sexy. Excellent sail inventory, 10 Barient winches, Atomic 4, enclosed head, galley. Berthed in Sausalito. Excellent value. \$15,000 obo. Will consider all offers. (415) 433-5444 day or night.

**NONSUCH 354, 1995.** Brand new. Beautiful second generation boat, new from keel up. Carbon fiber mast & wishbone w/ North's new spectra sail. Loaded w/ equip & amenities. Most spacious, fastest, easiest sailing boat for its size. \$190,000. (209) 941-0331.

**ARRIVE ALIVE.** English built 35', 1960 Corten steel sloop in excellent condition. New dodger, ProFurl with 110% jib, Autopilot, GPS and inflatable dinghy. Fresh diesel. Aries windvane, full batten main, cannister raft, more. First \$25,000 takes her. Dan (415) 924-2225.

**ERICSON 32, 1974.** Atomic 4, wheel steering, 5 sails, VHF, DS. \$15,500 obo. (510) 229-3936.

**NEWPORT 33, 1983.** Tahoe boat, roomy performance cruiser. Well maintained, good sails including main, jib, Pineapple genoa and spinnaker. Universal diesel, rigged for short handed sailing. New Achilles hypalon inflatable, new Honda 5 hp. Moving up! \$35,000 obo. Call, momings (702) 588-1473.

**SANTANA 35.** Sacrifice sale equipped for racing, cross stringers reinforced on keel '95, new racing sails, many updates within '95 for racing and cruising. List available. Surveyed May '95 at \$32,000. Must sell. \$28,000. Open to offers. (510) 524-1160.

**ERICSON 32-200, 1989.** Diesel, electronics, aft cabin. Lovely all wood interior. Beautiful boat from truck to keel. \$58,500 (510) 228-0215.

**34' SCANDINAVIAN SLOOP, 1982,** center cockpit, aft cabin fin-keel performance cruiser. Teak decks, Volvo diesel, wheel steering, full set sails. Built for cruising North Sea & Baltic. Overall good condition. Add your own cruising gear and take it anywhere. \$34,500 (cash)/ offers (415) 332-9231.

## 36 TO 39 FEET

**CRUISING CAL 36.** Excellent condition. Discover island cruising! Beautiful cabin views, lace curtains, stained glass ports, teak interior. 50 hp Perkins diesel, refig/freezer, hot water, epoxy bottom, Autohelm, Avon, roller furler genoa, anchors, chain. Sails great! \$34,000. Call Kirk (317) 743-1319.

**NONSUCH 36, 1989.** Push button, sail goes up. Easily single-handed, 50 hp diesel, 49 gal fuel, 112 gal water, microwave, TV, stereo, autopilot, Loran, VHF, two mainsails, dodger, air conditioning, propane heater, cockpit cushions, etc. Document. \$135,000. (916) 268-2404.

**MORGAN 384, 1985.** Brewer's classic. Gaia one of the last and finest editions, cruise equipped with the best. Harken with 145% and 90%, triple reef main, dorades, extensive teakwork in and out. Perkins 4-104, epoxy bottom, radar, GPS, Loran, Signet, Lofrans elec windlass, Bruce, inflatable with 10 hp, Gas Systems propane, dodger, high output alternator with AmpHour computer, many upgrades last year. Sails as good as she looks. \$75,000. (415) 969-9327.

**38-FT CUSTOM PILOTHOUSE, 1969.** Interior needs work, 20 hp Westerbeke diesel, davits, 3 burner stove, new VHF, full keel, gaff-rigged schooner. \$14,000. Brian (805) 676-1233 or page Brian Grob (800) 517-2310.

**LANCER 36, 1981.** Bill Lee designed sloop. Beautiful condition. New bottom 11/95. Heart 2000 inverter, refrigerator, propane stove, DS, KM, WS. Private quarter berth. Large salon, Loran, Autohelm, 2 anchors. Avon dingy with o/b. Lots of goodies. \$34,500. Make offer (209) 462-5186.

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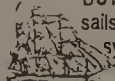
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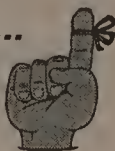
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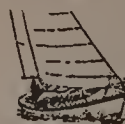


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**HARDIN 45, 1982.** Durable, spacious, Taiwanese built cutter-rigged ketch. Center cockpit, 13'6" beam, 4 staterooms including queen bed and rear windows in aft cabin. 2 heads: 1 manual, 1 electric, both tiled with showers and propane flash-heated hot water. Tiled galley with 3 burner stove, oven and microwave. Fiberglass hull never blisters, teak deck and interior. Last hauled April '95. Autohelm, Loran C, many more amenities. Great cruiser and liveaboard, served 3 years as TransPac communications vessel. Now berthed in Sausalito. Currently for sale by owner. Asking \$110,000 negotiable. For more detailed information page (510) 810-4174 and leave number. Weekend viewing appreciated.

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**37-FT SNOWGOOSE CATAMARAN** by Prout, 1986. One owner. Low miles in Bay and Delta only. Nicely equipped. All original (even water pump impellers). This is the best performing and best looking cruising cat under 43'. \$128,000. Trade? (415) 380-8979 or fax (415) 381-8142.

**PRINDLE 19 CAT.** Race ready. 2 sets of sails, mylar, spinnaker, bag, pole and more. Proven winner. Must sell. \$4,700. Or \$3,700 without spinnaker. (916) 244-1747.

**16-FT HOBIE CAT.** Galvanized tilt-up trailer w/ 12" wheels. Great shape. Accessories. \$1,200 obo. (510) 412-2215.

**42-FT WHARRAM SAILING CATAMARAN.** Built 1990. Refitted 1994. 3 solar panels, 60 watts each. Hot/cold water. 2 burner stove, heater, all propane. GPS, VHF, Signets, autopilot, outboard. In Alaska. \$49,000. Maurice, 887 El Paso, San Dimas, CA 91773.

**40-FT PIVER TRIMARAN KETCH.** Pilothouse, diesel engine, autopilot, watermaker, standup workshop, VHF, fathometer, windlass, propane oven, refrigerator, pressure water, shower, speedo, log, windspeed. New paint inside, topsides, deck and bottom. Sailing dinghy, solar panel, outboard, more. \$33,000. (805) 462-1616.

**31-FT TRIMARAN.** 22' beam, high performance ultralight. Foam sandwich construction. Faster and lighter than the F-31 Cosari or Actrum 31. 85% finished. \$25,000 obo. (408) 423-6000 or (916) 544-8226.

**CROSS 32R TRI.** Racer/cruiser, 8 sails, incl 2 spinnakers, full batten main, all Harken gear, GPS, VHF, Loran, Autohelm 1000, new 8' Inflatable with 3.5 Nissan, DS, knotmeter, windspeed, apparent wind, depthsounder, sleeps 4. Fast & fun. In Mexico now. Make offer. George (707) 882-2321 after 5 pm.

**65-FT TRIMARAN.** Recent circumnavigation. Professionally built cedar/epoxy. Just hauled. Needs some interior finish. Can be US Coast Guard certified. \$310,000. Leave msg at (310) 519-2963.

**40-FT PIVER AA VICTRESS TRIMARAN, 1967.** USCG Doc. Professionally built in Japan. Fiberglass/mahogany ply. World traveler with documented history. Strong, solid, dry boat. Sloop rig w/ roller furling/roller boom. Sails in great shape. Diesel aux. Lots of accessories. Good liveaboard, great offshore and Bay boat. Located in Half Moon Bay. \$35,000. Jess (209) 869-8106.

**41-FT PIVER TRIMARAN, 1987.** Cruise equipped, autopilot, refrigeration/freezer, 3 burner propane stove/oven, Perkins 104 diesel, sleeps 8, bimini, extensive sail inventory. \$52,500. (415) 332-8676.

**BEAUTIFUL 38-FT CUSTOM** cruising catamaran in Sausalito. Seeking 1/3 equity partners. \$45,000 per partner. Financing available. Fast, spacious and great interior layout. 3 years young. Great opportunity to share in modern multihull for low cost. (415) 331-8730 for details.

**40-FT PIVER TRIMARAN.** Ketch rig ideal for single handing. Doyle sails: fully battened main/mizzen, 180 roller reefed headsail, drifter. Perkins 4-236 diesel, Autohelm 4000. Various instrumentation. Great liveaboard. Spacious interior — finish out to suit. \$21,500. (415) 271-2714 or voicemail (800) 413-8023.

**18-FT HOBIE CAT, 1978.** Comp-tip and mast upgrade '95, dual trapeze with hammocks, telescoping tiller, spare parts. Tilt trailer with large storage box. Assembly and performance manuals, parts, books. \$1,200 obo. (707) 554-6525 before 10 am.

**HOBIE 18 MAGNUM, 1989.** Stored. Sailed only 7 times. Race or pleasure. Wings, roller furler jib, double trapeze, Easy Rite righting system, mast stepper, Calkins trailer, hand winch, unmounted Cheeta motor bracket. \$3,200 obo. Bob Booth (415) 648-8636.

## POWER & HOUSEBOATS

**GIVEAWAY PRICES.** 30' cabin cruiser, twin engines, 1962 model, only \$1,900. Alaskan 30' fishing boat, diesel engine, \$2,900. 36' Captain's Gig, diesel engine, \$2,900. These are all project boats that I can't finish. Pat (916) 338-3633.

**24-FT 7" SEARAY CABIN CRUISER, 1980.** Low hours, excellent condition, 350 hp model 260 Mercruiser outdrive, stove, refrig, head, 2 bunks, 77, bait tank, ship-to-shore, Delta canvas, Tandem trailer with surge brakes. \$14,500 obo. (510) 825-9011.

**48-FT FLOATHOUSE, La Paz Bay (Baja).** Ferrocement, ex-ketch, great views, quiet, cheap living, spacious deck/storage, beautiful mahogany below, 2 queen beds, 12v system, solar panel. Propane stove, oven and refer. 13 x 30 shade, mooring, marine radio, extras incl. \$8,000 obo. Call (in CA) (707) 528-8816.

**38-FT 5" FIBERGLASS HATTERAS** aft cabin motoryacht, 1968. New Achilles dinghy with motor, Loran, radar. Air conditioners, two staterooms, two heads, 7.5 KW diesel generator, twin 6V53 Detroit diesels, new refrigerator. \$77,900. (619) 635-9491 or (770) 867-8389 (collect).

**34-FT HOUSEBOAT.** Headroom all the way. Perfect one or two person studio. Shower, refer. Two 20 amp service lines, phone, great Oakland location. \$14,900 obo. Call (916) 343-9080 for info, or page (510) 319-2789 to see.

**1960s US MINESWEEPER, MSB-32, 57',** fiberglassed bottom, converted to liveaboard, original engines, Packard aluminum 350 hp with spare engine and parts. Saw action in Vietnam. 220 shorepower connections. \$15,000. obo. (707) 224-5012.

**28-FT PATIO CRUISER HOUSEBOAT, 1983.** Excellent condition. Full galley, shower w/ hot water, 70 hp Johnson, very clean. Bethel Island, Delta area. \$10,500 obo. (415) 381-3389.

## PARTNERSHIPS

**FRERS 51 BLUE WATER CUTTER** seeking serious partners to share 1/2 equity, expenses and adventure for multi-year extended offshore exploration in Caribbean/South Pacific. Please call (813) 367-8180.

**ERICSON 30.** Non-equity partnership interest. Well-maintained, berthed in Sausalito. Roller furling jib, VHF, Loran KM, DS, Atomic 4, stove, standing headroom. Must be experienced sailor. \$175 / month. Call Lynda (415) 359-5321.

**PACIFIC SEACRAFT 25 SLOOP.** Equity partnership. Ideal boat for SF Bay. SF Marina berth. Diesel, new rig. Low quarterly dues covers everything. \$3,000. Phillip (415) 552-8523.

**MORGAN 38 PARTNERSHIP.** One week/month. San Francisco Pier 39 location. Sloop rig with diesel aux. Excellent condition. Fully equipped Bay or ocean cruising. One month Santa Cruz every summer. Experienced sailors. \$300 / month includes all maintenance. Security deposit required. (415) 328-2408.

**BEST P-SHIP ON THE BAY!** Morgan 38. Share with 5 partners. New main, roller-furled jib, spinnaker. Cabin-top mainsheet traveler. Electric windlass, 50 hp diesel, 6 berths, refrigerator, BBQ, stereo. Access reservations, no maintenance duties. Excellent, solid boat! Sausalito. (415) 964-2801.

**DUFOR 31.** One-half partnership. Beautiful Frers design, lots of extras. Reduced price. Call (415) 453-8100.

**HALF EQUITY PARTNERSHIP IN ISLANDER** 30. 1971, Mark II. Currently valued at \$15,000. In good condition, clean and well maintained. Full complement of sails. Atomic 4 G.E. recently rebuilt. Asking \$6,000. Terry (415) 332-1289 or Ray (415) 381-8344.

**BEAUTIFUL 38-FT CUSTOM** cruising catamaran in Sausalito. Seeking 1/3 equity partners. \$45,000 per partner. Financing available. Fast, spacious and great interior layout. 3 years young. Great opportunity to share in modern multihull for low cost. (415) 331-8730 for details.

**1/2 EQUITY PARTNERSHIP IN CATALINA 27.** Excellent condition. Atomic 4, wheel, new interior, 3 jibs, survey and bottom cleaned Feb '96. Excellent location in Schoonmaker Marina, Sausalito with shower, lockers & beach. \$4,495 and \$89 / month. Tom, W (510) 552-3502; H (510) 947-1826.

**C&C 29,** seeking a 1/2 equity partner in a well-built all-round sailboat. Current partner has left Bay Area, great deal for the right person. This is a roomy nicely equipped offshore boat, don't wait! This won't last long. (510) 521-6714

## TRADE

**HAVE \$95,000 EQUITY** in historical Victorian in Alameda, has 4 plus units with positive cash flow. Want 45' plus pilot/motorsailor or power boat. Lv msg at (800) 209-5448.

**THRIVING. WELL-ESTABLISHED FLORAL BUSINESS** near State Capitol. Strong high-end customer base. Will trade business for sailboat (mono or multi) in 38 to 40-foot range in good condition and suitable for cruising. (916) 428-7125.

**HOUSE FOR BOAT TRADE:** Elegant four bedroom home available in Atlanta during the 1996 Olympics; Dates are flexible; Home is located in exclusive Collier Hills (Buckhead) neighborhood of Atlanta; just five minutes from downtown and Olympic Venues; public transportation and off street parking available; will trade for use of charter sailboat in Caribbean or other locations (need not be during Olympics); for further information please call (404) 817-3925 or write to: Law Offices, Attention: Andrea, 600 Peachtree Street, Suite 3500, Atlanta, GA 30308.

**45-FT BLUE WATER YACHT.** Spacious Liveaboard. Sleeps 8+, 475 hrs on twin 350 Chevys, vapor alarm detection, new Delta canvas, bimini and cushions, A/C, 2 heads, dinghy, hoisting mast. \$89,500 or trade for sailboat or ??? (510) 547-3766, pager (510) 929-7269.

## WANTED

**WANTED: BMW 50 ENGINE** or spare parts. Cruising spinnaker for Roberts 44. Bruce anchor 44#. (707) 443-5172.

**WANTED: 31-40-FT** high quality solid glass blue water cruiser. Cash buyer seeks motivated seller. Prefer West Coast. All considered. Needing some work, OK. No brokers please. Contact: Skipper, P.O. Box 2905, Sausalito, CA 94966.

**SF BAY PELICAN WANTED.** Reasonable boat, reasonable price. Call Erik Ackroyd (916) 662-9631 or Lillian (415) 283-4338 wk days or (916) 967-8504 eves.

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**WANTED: SEARUNNER 34 TRIMARAN**, prefer ready to sail, moderate price, lying West Coast. (206) 632-1388. ccroley@u.washington.edu.

**WANTED: OMC SAIL DRIVE (ZEPHYR)** lower unit with useable gear housing. (707) 557-7733.

**NAVIK WINDVANE. 406 EPIRB.** Dink and small motor. Other cruising stuff. Call Stewart. (415) 332-8080.

**AUTOHELM 7000 COMPUTER** & control head, SSB marine radio, Fortress anchor. (408) 926-1085.

**BENETEAU 310**, in well maintained condition. Call Jonathan or Lauren at (206) 328-3293.

## USED GEAR

**SSB/HAM MARINE RADIO**, 150 watts. 5 yr factory warranty, new (factory fresh). Radio has remote head, 644 pre-programmed frequencies, 100 user programmable, telex, we fax, built in USA. Outstanding - best buy from Practical Sailor. \$1,450. Matching tuner also available. Call (206) 451-7413.

**YANMAR YSB12 DIESEL ENGINE**, 400 hrs on rebuilt running in boat. \$1,800 obo. Call (510) 372-7189.

**LISTER 2 CYLINDER 15 HP** water cooled diesel, #197 SW2 A25 M with 2:1 gearbox. All in good order. \$1,500. (Or you could save up for an "Atomic Four" — remember when it was popular to name things "Atomic"?) (510) 893-6440.

**LIKE NEW 75 LB CQR ANCHOR** & 50' of 1/2" gal chain, plus swivels and shackles. \$700. (415) 728-5362.

**PALMER P-60 GAS ENGINE** and transmission. Pushed an Islander 36 very well before the crank cracked. Good for parts or a rebuild. \$100. (510) 791-2620.

**WEST MARINE DINGHY, 9'6"**, removable 3 piece floor, oars, pump, \$400. Adler Barbour Cold Machine, marine refrigeration system. Excellent condition, quiet, \$100. (916) 677-0658 or (916) 372-4042.

**CHARTS.** (49) of Calif - Mexico plus chart kits of Calif and Mexico consisting of (88) additional charts. Cruising guides, pilots and misc. books. \$300 for all. (510) 687-5239.

**ATTENTION SHORTHANDED SAILORS!** Nearly new windvane Global 40 Fleming, for use on boats up to 40 feet. \$1,600 obo. (510) 549-3788.

**PAIR OF 671 GM MARINE DIESEL ENGINES.** One right and one left turning. Complete major rebuild by master GM mechanic. (208) 743-5548 evenings.

**BIG BOAT BLOWOUT.** Avon S3-40 Typhoon, \$1,200. Suzuki 15 hp, \$650. Paddles, \$10. Bags of lines. Delta awning, 15' boom, \$25. Zippered sausage bag, repairable, \$10. Wire to rope hal-yard, long, \$25. Stainless running backs, \$180. Backstay, insulated, \$50. Big Kevlar main, 7 35 lb Danforth, \$40. Large sail bags, \$10. Older EPIRB class A, \$50. Assorted big boat blocks & hardware, 6 type 3 lifejackets, \$8 ea. 8 good rope clutches. Package deals encouraged. Call (415) 375-8817.

**GALILEO NAVIGATION COMPUTER.** Solve celestial problems. New battery. Recently reprogrammed at factory. West marine price \$250 + tax. Sell for \$150. Includes program cassette. Used in practice only. A. Shaw (510) 930-8378.

**YANMAR MARINE DIESEL** and reduction gear. Model 2QM20H, 20 hp. Low hours, very good condition. Includes motor brackets and new motor mounts. See and hear it run. Asking \$1,500. Call Mark at (510) 820-0725 before 2100.

**PAIR OF #48 WINCHES** for sale, \$400. Excellent condition. Includes 2 (non-standard) handles. In Redwood City. Rick (415) 367-9926 or rdrain@slip.net.

**OUTBOARD/INFLATABLE.** 9.9hp Mariner standard shaft outboard with 5 gal. external tank \$750. Dynous 11' inflatable keel, solid floor dinghy, \$750. (415) 321-6040.

**MAINSAIL, FULL BATTEN**, large roach. Luff 50'5", foot 18'9", 9 oz, 3 reefs, excellent condition. \$2,200. (805) 382-3332.

**OUTBOARD MOTOR FOR SALE.** 8 hp Yamaha long shaft, 1992. In excellent running condition, low hours, includes fuel tank. \$850. Mount, \$40. Bob, days (510) 577-2112, eves or msg (510) 481-2841.

**12HP FERYMAN DSL & TRANSMISSION.** Runs good. Electric starter and alternator, 2:1 trans, \$700. David (415) 455-3568.

**USED BOAT STUFF:** masts, booms, sails, rigging, winches, cleats, blocks, anchors, chain, line, sextants, gauges, deck hardware, outboard motors, heat exchangers, through-hull fittings, exhaust manifolds/mufflers, electronics, bow-stern pulpits, swim platforms, stoves, sinks, portholes, vents, diesel heaters, 12 volt fridges. Much, much more! Call (415) 332-3774.

**USED BOAT GEAR,** Sea Snub, \$25. Teak boom crutch, \$250. Brass 12v light, offers. Sump tank, \$65. Sail bags, \$25. Main cover 14' boom, \$75. Exide batteries w/boxes, \$30. SS sail slides. Paul (415) 509-1332.

**TWO 'FORCE' OUTBOARD MOTORS, 175 HP.** 1993 models with no more than 20 hrs. Take both and get hydraulic steering gear for free. See in Oakland. \$4,500 each obo. Call (916) 343-9080 for info, or page (510) 319-2789 to see.

**7.5-FT SEAHORSE ROWING/SAILING** dinghy for sale. Lapstrake mahogany plywood, good condition. Very pretty. Rows great, sails well. Complete: oars, jib, spritsail, removable bowsprit, spars, filler, cover. \$1,000. In Redwood City. Rick (415) 367-9926 or rdrain@slip.net.

**PAIR OF #48 WINCHES** for sale, \$400. Excellent condition. Includes 2 (nonstandard) handles. In Redwood City. Rick (415) 467-9926 or rdrain@slip.net.

**WINDLASS, MANUAL SIMPSON LAWRENCE** 555, works fine, located on my boat at Brickyard Cove Marina. Lists for \$1,461.00 at West Marine. Sell for \$400.00 Al (707) 546-8181 ext 338 weekdays.

**HARKEN ROLLER FURLING SYSTEM.** Off Catalina 27. Works great, but can not be used on tabernacle system. \$1,000 obo. (408) 354-8834 or (408) 395-3376.

**OUTBOARD MOTOR, 8 HP.** Yamaha/Mariner 1981, used 95% fresh water. Professionally refurbished with receipts. Clean and tuned. Standard 22' shaft suitable 10' Avon and up. Very reliable. Test-tank available. Accessories & manual. \$695. Eric in Fairfax. (415) 454-6073.

**COMPUTER PRINTERS FOR THE BOAT.** Battery or AC powered Diconix inkjet printer, uses 5 "C" batteries, 11"x7"x2", 3.75 lbs. 150 pages per battery charge. Seikosha LT-20, new in the box, AC powered (24w printing, 9w standby) 15"x11"x2", 6 lbs. \$95 ea. (408) 926-1085.

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**VOLVO MD2B 25 HP DIESEL.** 750 hrs. since overhaul. Includes shaft, propeller, new spare injector. In boat. Runs good. Recent mechanical survey. \$1,500. Homestrand alcohol stove. Gimballed, two-burners, oven, new stainless top, remote tank with teak cradle. \$100. Bob (408) 625-4068.

**SPINNAKER, 1/2 OZ.** Tri. L. 55.5' F. 30'. excellent condition, \$850. Genoa L. 50.5' F. 20.5' no repairs. \$450. Jib L. 37' 5" F. 19'-10" like new \$300. Genoa L. 54'-7". F. 26'-9" Heavy Wt. \$750. Main L. 49' F. 13'-3" like new \$750. (510) 372-0321.

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**BOAT OR REMOTE CABIN, MULTI-FUEL HEATERS.** 15-42,000 BTUs. Hot air or water. 7 models, \$899 ea. Includes control box and wiring harness, fuel pump and filter (with 24 volt models). Call for info, accessories available. (707) 447-3109 evenings.

**NEW ARIES SELF-STEERING WINDVANE.** New, still in original crate. Just \$1,000. Call (510) 236-6633.

**WOULD YOU LIKE TO LIVE ON A SAILBOAT** this summer in Sausalito? Sublease 45' Brewer ketch. For more information please call Paul (415) 331-3837.

**SPRING CLEANING IS UPON US...** I have over three years of *Latitudes* and misc. sailing mags. Is there a sailing or yacht club, perhaps out of the US, that would like to have them? (209) 239-8775.

## CLUBS / MEMBERSHIPS

**CLUB NAUTIQUE** Club Nautique (Alameda & Sausalito) unlimited membership with affiliate membership privileges at Ballena Yacht Club in Alameda for \$2,000. Valued at \$2,950. (508) 987-7245.

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## BERTHS & SLIPS

**SANTA CRUZ HARBOR 40-FT SLIPS.** There is a short wait for slips in the upper harbor. Please contact the Santa Cruz Harbor office for more information. (408) 475-6161.

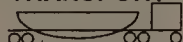
**36-FT SLIP, SF MARINA** near St. Francis Start Buoy to sublet for a month or season from May through September. Will swap for Sausalito berth for any length of time. Dave (415)-331-8165.



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**CREW NEEDED NOW, 74-FT SAILBOAT.** We pay food and boat expenses, no salary. Accompany family with two children east coast of Guatemala, Belize, Mexico and US, then Caribbean. (805) 482-5333.

**CAPT. OF CATALINA 27** requests interested crew members for one design racing. Please call (408) 255-9014. Racing starts in May with completion in Sept. You must be available two weekends each month. Come join the fun!

**FRM: CPN & CRW OF SV TIMEBENDER.** Dpt S. Barb. 3/10 Ar. SF 3/19; TX all asst. S. Barb. Hbr. Prsnl., Morro Bay, M-Bay, 1/2 Mn Bay. Sp TX CRW. Sp TX Precision Auto Parts, Sp TX M. Bay Hbr. Sec. Look 4WD C.U. S. BND. — Timebndr CLR.

**WANTED: 50+ FUN-LOVING MALE** sailing soulmate. I am active, healthy, attractive woman and owner of a small bluewater sailboat. Would love companionship for daysails, overnights and offshore sails. (415) 924-3739.

**SAIL TO EUROPE.** Leaving May 1996. 55' ketch, 28 tons, share expenses, \$250 month, 2 month minimum, 7-8 month round-trip: Bahamas, Bermuda, Azores, UK, France, Spain, Portugal, Azores, Antigua, Miami. No smokers, or drugs. Mike (Miami) (305) 759-6633.

**PACIFIC CUP CREW AVAILABLE.** Bay and ocean recreational racer, cruised Mexico and West Coast 2 years, served on SSS & Bama race committees, electronics repair skills and strong team player. Last minute okay — save this ad! Randy (510) 521-0883.

**CRUISING NANNY.** Spend one month (June) cruising the Sea of Cortez on 43' sailboat caring for nine-month-old boy. No smoking. Please call (510) 655-5599 for details.

**GWM SEEKS CRUISING PARTNER.** Decent-looking, down-to-earth guy, 46, ready for open-ended adventure; have good, safe boat, need an honest, bright masculine, healthy, emotionally and financially stable partner. Offshore/navigation experience a big plus, sense of humor absolutely required. Hope to leave northwest late summer, with no fixed itinerary. No tempers, tobacco, dogma. email: teag@rockisland.com, phone: (360) 378-5446.

**CREW TRAINEE PROGRAM.** Learn traditional arts of the sailor on the square rigged schooner ALVEI. Marlinspike seamanship - piloting, celestial navigation, and more. Write Evan Logan, Yacht ALVEI, Poste Restante, Bequia, St. Vincent, West Indies. Or call Christy (415) 332-8592.

**SKIPPER & CREW MAKE BOATING** Connections. The Sailing Network welcomes sailors with any experience level, daysail, overnight, rafts. Meets May 5, 8 am meeting then daysail, Oakland Yacht Club. Meets June 7, 6 pm social, 7 pm meeting, Metropolitan Yacht Club. (510) 226-6972 lv msg.

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**BEAUTIFUL NEW CUSTOM BUILT** wooden floating home located on the Delta. 17 x 32 ft., loft bed, full tile bath, built in glass library, berber carpeting, greenhouse porch. Quiet marina with lots of privacy. Beaver, otter, ducks for neighbors. \$50,000. (916) 776-1094.

**PETALUMA HOUSE FOR SALE.** 2 bed/1 bath + large sunroom & lots of storage. Fireplace, remodeled tile kitchen w/ skylight & breakfast bar. Sunroom can be home office, art studio, hobby shop, playroom, spa room, sewing room, you name it! Attached garage w/automatic opener. Big, well-fenced back yard. Very convenient location between 101 & historic downtown Petaluma. Walk to river, Petaluma Yacht Club, downtown, public pool, library, fairgrounds, stores & restaurants. Easy commute. May consider a lease/option. \$159,600. Call owner at (707) 778-9231 or (415) 383-8200, ext. 103.

**CONDOMINIUM WITH BOAT SLIP.** With view. Feel like you're on vacation. Look down on your boat from 450 sq ft deck. Two story condo. Two Bedrooms, 2 1/2 baths, tennis courts, pool, quake insurance included. Easy access to freeway. (415) 381-3888.

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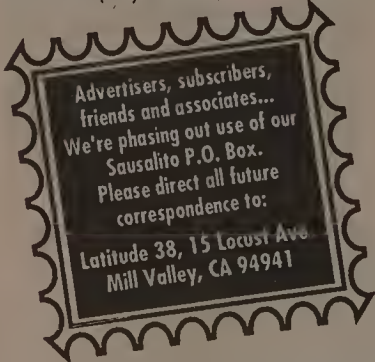
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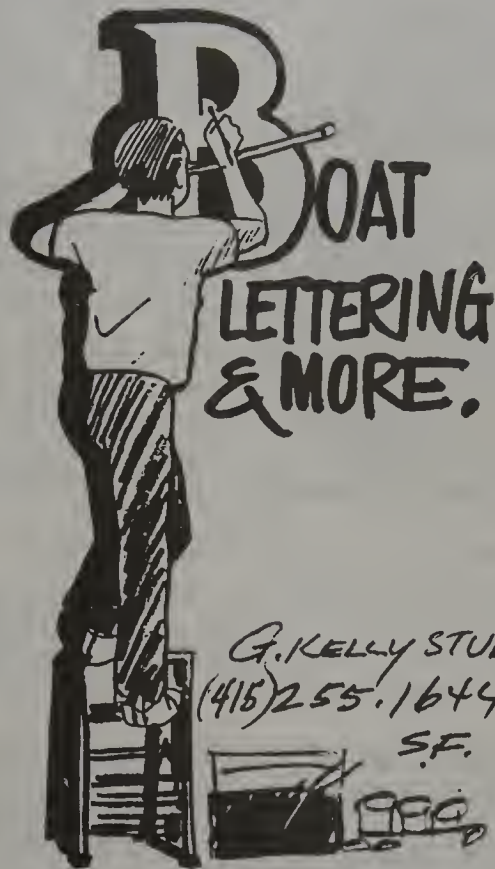
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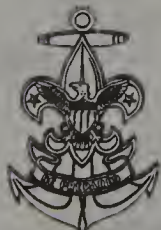
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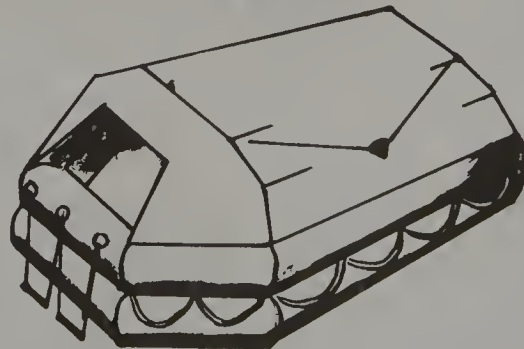
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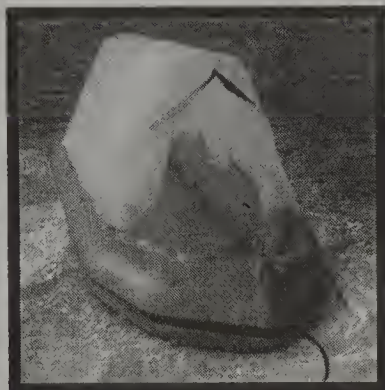
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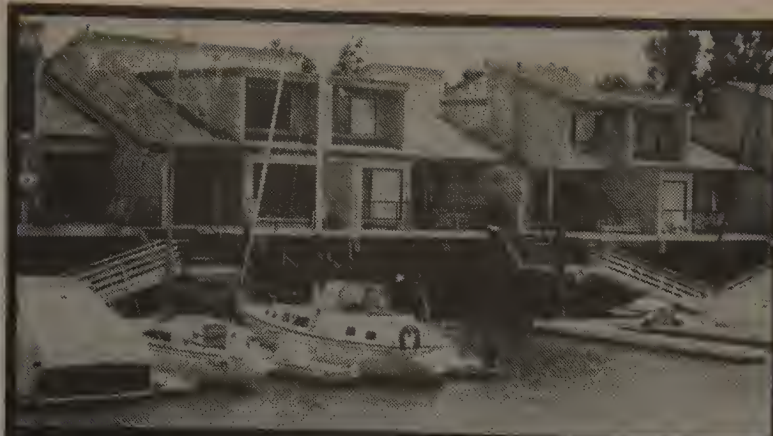
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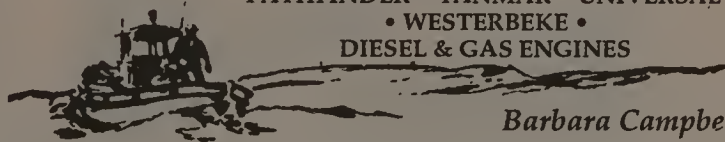
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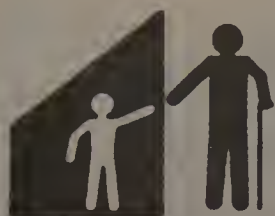
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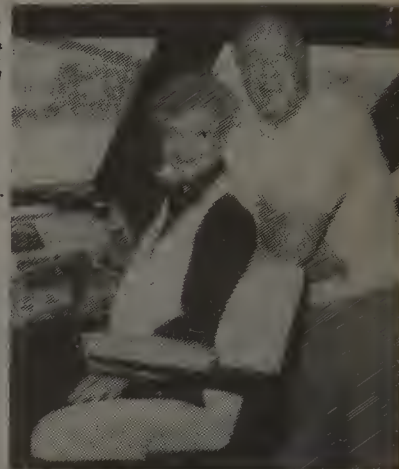
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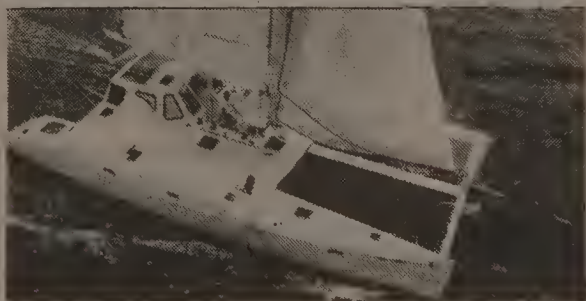
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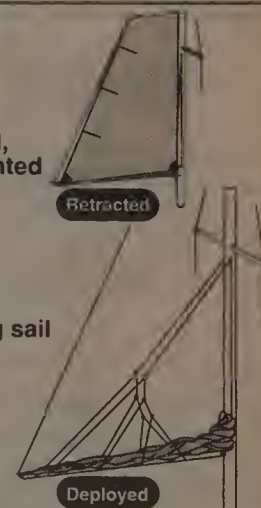
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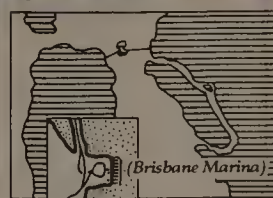
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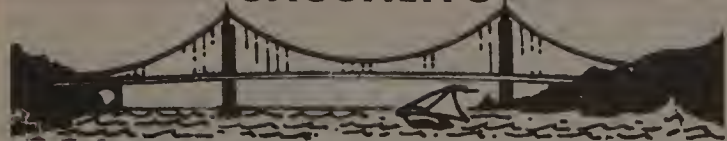
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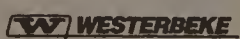
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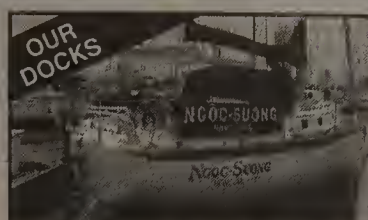
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**36' Islander, 1978**  
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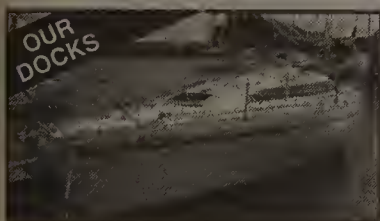
**45' Explorer, 1978\***  
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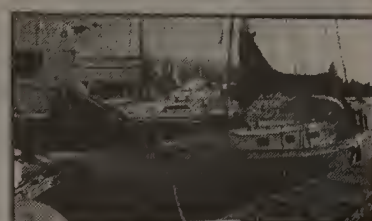
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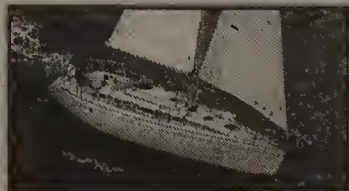
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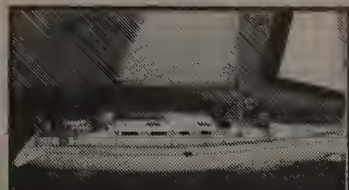
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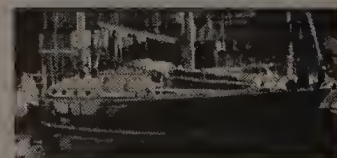
40' Caliber LRC, 1996  
230 gal. fuel, 195 gal. water.



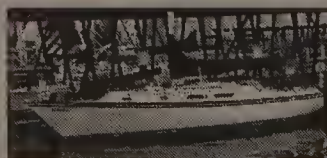
35' Caliber LRC, 1996  
120 gal. fuel, 100 gal. water.



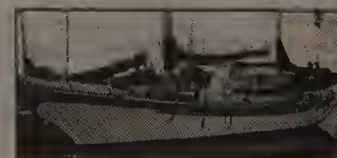
43' Slocum, 1983  
\$169,500. Dennis Greathouse.



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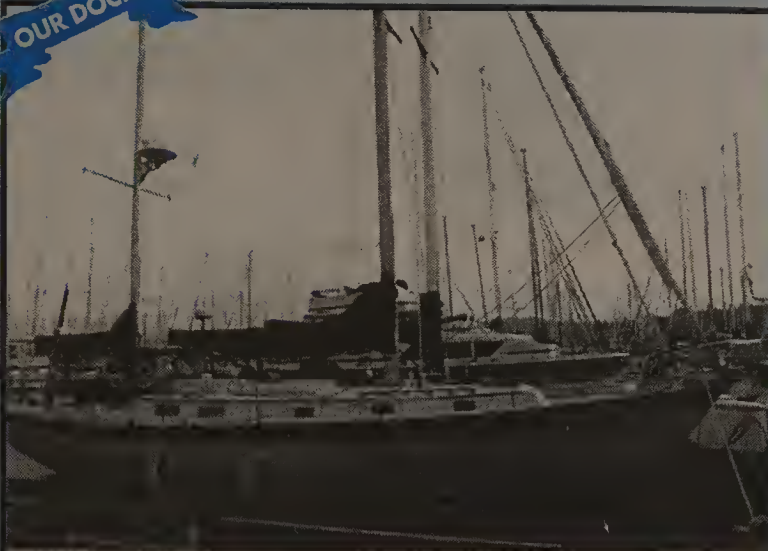
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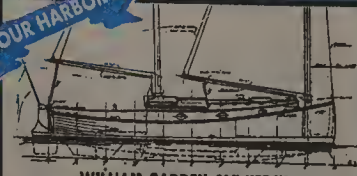


### 42' PEARSON 424 KETCH, '80

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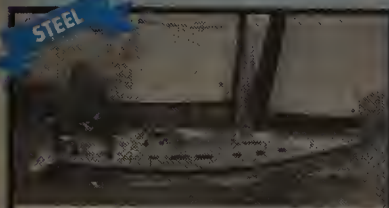
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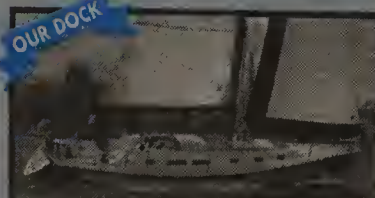
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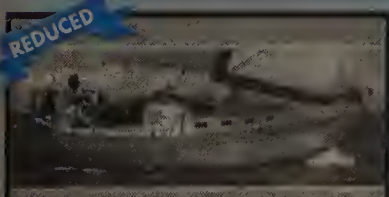
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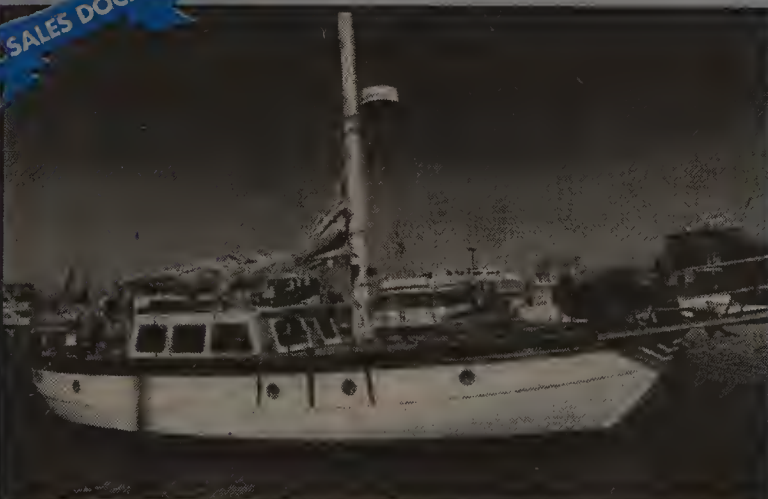
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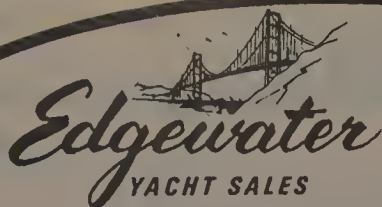
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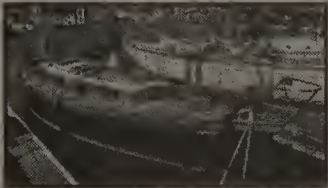
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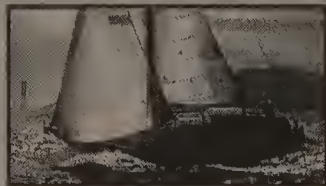
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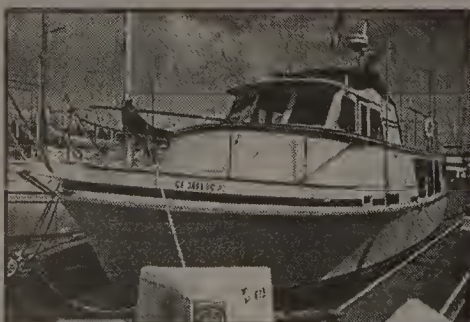
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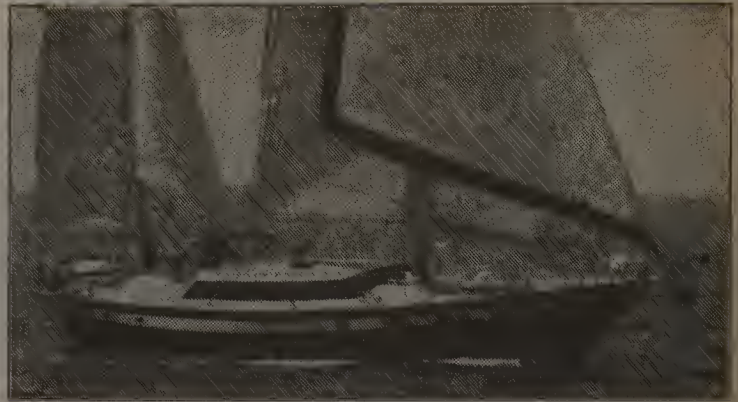
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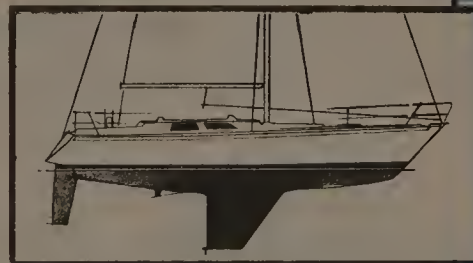


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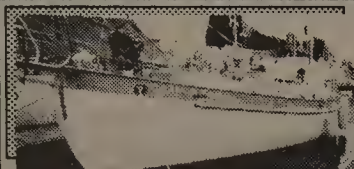
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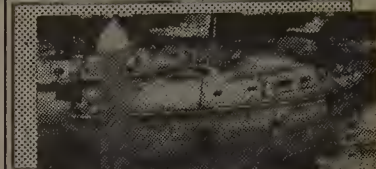
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**New Order Hans Christian Christinas** - 43', 52' Traditionals - 41', 43', 48'

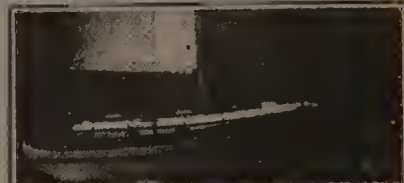


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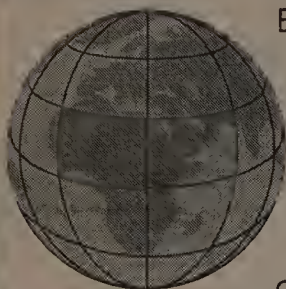
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**HC 33' Traditional** - Pullman berth forward, aft stateroom, stall shower, loaded with storage space. The perfect Pocket Cruiser. Call for details & specs.

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Because when you shop with us in San Diego, you are really shopping the world! Our experienced sales staff will not just sell you our listings (although, we do have some really good ones!), they will

interview you and then locate the best boat at the best value for you.

*We sell RACING sailboats,  
CRUISING sailboats,  
and yes, even POWERBOATS!*

Give us a call and give us a chance to help you shop for a boat (in San Diego or wherever it may be located!)

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### SELECTED SAIL

28' S-2 Yachts	\$49,900
28' Islander	\$12,900
30' Catalina	\$29,500
30' Lancer	\$22,000
31' Cheoy Lee	\$27,000
33' Norwest	\$49,000
36' Catalina	\$69,500
36' Pearson Ketch & Sloop	\$64,900
36' Pacific Crealock, '82	\$105,000
37' O'Day	\$45,000
37' Hunter Legend	\$65,000
38' Nantucket	\$88,000
38' Cat ketch in Mexico	\$69,500
40' Irwin Mark II	\$72,000
42' Garden Porpoise Cutter	\$49,500
42' Westsail	\$104,000
42' Cascade Ketch	\$79,900
45' Explorer Cutter	\$107,000
46' Kelly Peterson, '85	\$225,000
46' Custom Garden	\$79,000
47' Perry	\$149,000
47' Van Dam, steel ketch	\$160,000
53' American Marine	\$149,000
53' Tradewinds Cstm Stil	\$250,000
54' CT 54, loaded	\$210,000
91' Steel MS, Argo Shipyard	\$2,500,000

### SELECTED POWER

26' Bayliner Cnv	\$12,900
31' Sea Ray Sedan	\$32,000
32' Bayliner Avanti, '89	\$55,000
33' Trojan SF	\$24,900
34' Silverton Marin Ex, '90	\$75,000
35' Cooper Prowler MY	\$94,000
36' MMC/PT34 Trwl	\$79,000
40' Burns Craft, SF, '82	\$79,900
42' Carver MY, '87	\$225,000
42' Chris Craft SF	\$74,950
43' Marine Trader ACMY	\$137,500
44' CHB Trawler, nice	\$144,000
45' Bayliner, '88	2 from \$169,000
45' Hatteras SF	\$169,000
46' Californian MY	\$169,500
48' CHB MY	\$308,000
49' Lien Hwa CPMY	\$209,000
50' Gulf Commander MY	\$395,000
50' Stephens SDNSF	\$154,000
52' Jefferson CPMY	\$440,000
52' Baglietto MY	\$98,000
53' West Bay PH	\$934,000
55' Symbol PHMY, '95	\$550,000
55' Bertram SF	\$105,000
55' Californian MY, '89	\$455,000
56' Tortola/N. Sea Tr.	\$285,000
57' Californian CpmY	\$389,000
57' Chris Craft Const	\$110,000
60' Hatteras CV	\$595,000
60' Hatteras	2 from \$559,000
65' Angel PHMY	\$570,000
72' Hatteras MY	\$1,150,000
82' Ft. Bragg Cstm LRMV	\$249,000
85' Intercantieri	\$1,975,000

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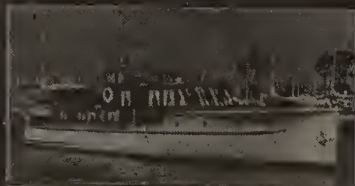
# It's Yachting Season! Round Up the Usual Suspects!

## "The Old Kermit Parker Brokerage"

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**TOLLYCRAFT LONG RANGE PILOTHOUSE.** Twin diesels, low hours, gen, full elect, etc. 41' LOA, 37'4" on deck. Very comfortable cruiser. Asking \$119,000.



**CLASSIC 50'S STEPHENS.** Full elect., perfect condition, polio! decor, flybridge, gourmet galley, covered Morin berth. Must be seen! Asking \$115,000.



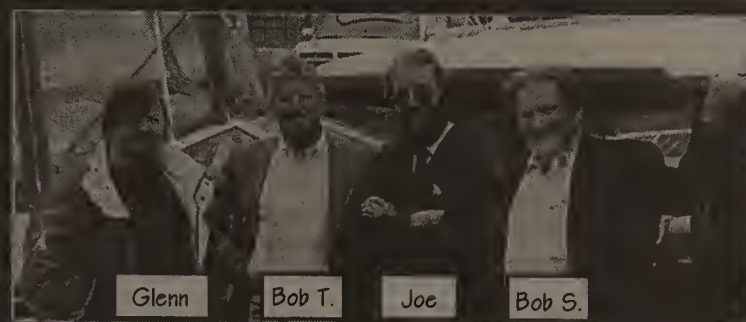
**CLASSIC STAYS' L SCHOONER BY ANGELMAN.** Sailway condition, dsl, 46' on deck, good inventory, more. Rare offering, great buy. Asking \$69,000.



**ISLANDER FREEPORT 41' KETCH.** Diesel, center cockpit, aft cabin, room/comfort/cruise/live. Very attractive price for this popular model. Asking \$69,500.



**70' CLASSIC FANTAIL MY by Callis.** Twin 671 diesels, 4.4kw genset, flybridge, full cover & much more. A magnificent yacht. Asking \$149,500.



Glenn

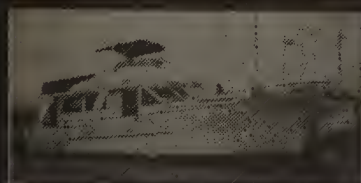
Bob T.

Joe

Bob S.

**'THE USUAL SUSPECTS'**  
New suspect found: Bob Trost welcomed to crew.

*We're selling boats and need yours!*  
*Call now for a spot at our sales dock.*



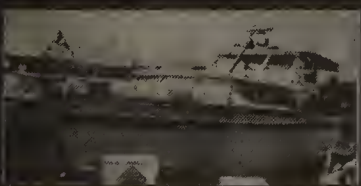
**49' ALBIN TRAWLER/SEDAN.** Twin dsls, F/G, flybridge, Onon, full elect, galley up, radar, VHF, Polaris, Loron, etc. Fine vessel. Asking \$139,000.



**30' WELLCRAFT MONACO, 1990.** Low hrs. Twin 275 hp I/Os. Clean, well equipped. Fun/fost. Asking \$54,800.



**46' CHRIS CRAFT CONST.** Twin GM6V53 dsls, gen, covers, radar, well maint., comfortable coastal cruiser, liveaboard and more. Asking \$75,000.



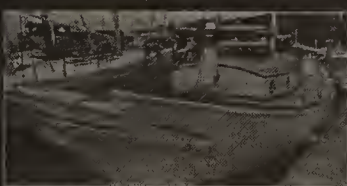
**42' TROJAN SEDAN CRUISER.** Twins, radar, RDF, depth, pilot, VHF, spacious, full galley, cruise/live, great entertainer, nice. Asking \$47,500.



**34' CHRIS CRAFT CLASSIC SEDAN.** Twin 105 hp 6s. Looks/runs like a new boat. Vornished beauty. Reduced \$24,000.



**39' 1939 STEPHENS.** Twin 125hp 6s, dinghy, well-equipped, in good cond., teak decks, p.o. cedar plks, brz fastened, great price. Asking \$28,000.



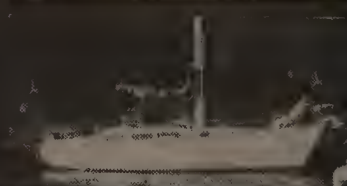
**ANGELMAN KETCH.** 30' LOD, 36' LOA, dsl, just rehit, excellent condition, dinghy and more. Beautiful traditional gaffer. \$19,500/OFFERS.



**CONTESSA 26.** Exceptional pocket world cruiser. New rebuilt dsl, vane, GPS, VHF, pilot, jiffy reef +++, perf. cond. Ready to cruise! Asking \$13,500.



**FINNFIRE 33.** High endurance performance cruiser. Radar, full elect, vane, etc. Best built F/G boat we've ever seen. Estate: \$61,500/Offer.



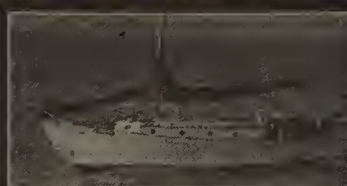
**36' C&L PETERSON SLOOP.** Diesel, vane, Avon & O/B, etc. Cruise equipped, Mex vet, performance cruiser. Reduced to \$25,000.



**33' MOTORSAILER.** Diesel, radar, all teak, copper riveted, loaded. Mex-AK-HI vet. Great boat, great cruiser. Asking \$25,000.



**30' CUSTOM CRUISING KETCH.** Diesel, radar, Hom radio & VHF, lots of cruising gear. Asking \$17,000.



**38' FARALLON CLIPPER BY STEPHENS.** Great SF Bay classic cruising sailboat, 1940, Volvo dsl, great rig & inventory. Asking \$25,000.

SAIL	
20' BALBOA	1,800
23' CLIPPER w/9.9hp O/B & Irl	4,900
24' COLUMBIA, new O/B	4,000
25' CORONA00 Slp, O/B	4,000
25' MacGREGOR, O/B, '82	Ask 3,700
26' MacGREGOR, O/B, PopTop, Tlr, as new	Ask 15,500
27' BRISTOL, O/B, clean	6,650
27.2' COLUMBIA 8.3, dsl, nice	12,600
28' MORGAN O/I, nice	11,950
28' P-28, Danish slp, hull keel	3,500
29' COLUMBIA, I/B	9,900
30' CLIPPER SLOOP, O/B	10,500
30' NEWPORT, I/B, nice	Try 10,900
31' HERRESHOFF, slp, dsl	Ask 14,500
32' ROYAL CRUISER, slp, I/B	10,000
34' TANCOK, dsl, excel	Ask 16,000
38' INGRID KETCH	Try 65,000
40' IRWIN MKII, loaded	Ask \$79,500
40' SEABIRD YWL, Corten steel	36,000
41' GARDEN KETCH, new dsl	Ask 75,000
42' RHODES Slp, 80% restored	44,000
50' COLUMBIA, So. Pac. vet	79,000
50' CAMPER NICHOLSON	Try 47,000
61' C&C, ctr cockpit ketch	Try 310,000
POWER	
18' GLASTON, '84, w/Irl	7,500
19' ARENACRAFT I/O, Irl	4,500
20' SEARAY, 135 O/B, nice	11,500
23' GLASS PLY, ht-cuddy	10,500
23' SANGER Pickle Fork	16,000
24' REINELL, I/O, Irl	10,500
24' REINELL CUDDY, '95	18,900
28' MONTEREY TRAWLER	Try 7,900
28' OWENS, sed, VB, '70	8,500
30' CHRIS CAVALIER, elt cond	22,500
30' TOLLY, dbl cbn, twin, nice	23,500
33' AVANTI EXPRESS, Mins, more	55,000
36' CLASSIC STEPHENS	Ask 14,900
37' CHRIS CRAFT, twin, '64	Try 14,000
38' SEAGOING HOUSEBOAT, dsl	18,000
38' FELLOWS&STEWART, '31	Try 23,000
38' CHRIS Sdn Olx, perfect	45,000
39' STEPHENS Sdn, '39	28,500
40' NUNES CLASSIC	67,000
42' EXCALIBUR, '86, hot	95,000
43' MATTHEWS, F/B, '65, VBs	57,500
50' SALMON Twt w/permit	65,000
52' STERNWHEELER, hvrd	76,000
56' FELLOWS & STEWART	Ask 75,000
65' CHARTER YACHT	275,000/ofr
65' WHEELER M/Y, '31	119,000/ofr
110' CLASSIC CHARTERBOAT	

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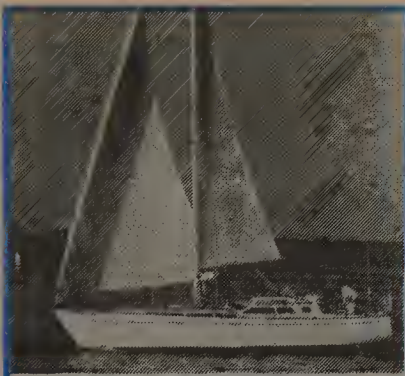


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39' WESTSAIL 11.8 METER. Bob Perry performance cruiser. \$115,000.

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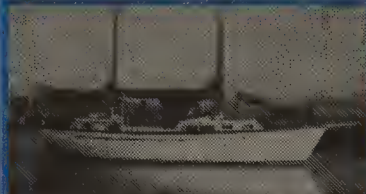
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40' CHEOY LEE MIDSHIPMAN. Roomy center cockpit ketch. Beautiful teak decks and spars. Perkins dsl. Reduced to \$69,500.



37' HUNTER '88. Complete maintenance records, one owner, Yanmar diesel—low hours. Queen aft cabin. \$69,500.



36' ISLANDER. We have four available. If you're buying or selling on Islander, see the experts at ABC Yachts.



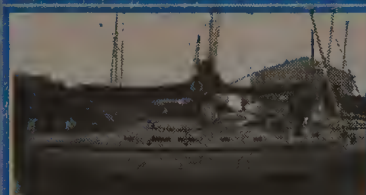
43 HANS CHRISTIAN, '80. Beautiful example of a full keel. Classic, beautiful woodwork. Perfect for liveaboard. Well maintained!! \$135,000 *sistership*



PEARSON 36.5. Completely refurbished. One owner boat, extensive list of new and rebuilt gear. Reduced to \$49,500.



FORCE 50, '78. Pilothouse ketch, 3 staterooms, spacious aft cabin, propane, refrig/freezer, great liveaboard or world cruiser—you choose. Asking \$129,000.



ERICSON 35, '80. Westerbeke diesel, very clean. All new rigging, spar & Harken furling. \$39,900.

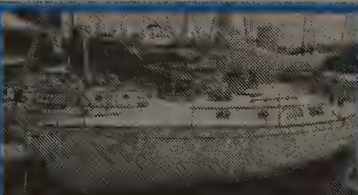


54' ROBERTS STEEL KETCH, '83. No compromise 3 stateroom cruiser. Bright light oak interior. Gleaming blue LPU hull. Teak decks. New engine, mare. \$305,000.

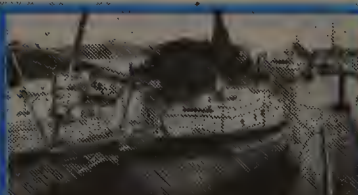
## SELECTED CRUISING YACHTS

SAIL			LOD BUILDER			YR	PRICE	POWER			LOD BUILDER			YR	PRICE		
LOD BUILDER			YR			PRICE			36.5' PEARSON			'80			\$49,500		
54' ROBERTS STEEL			.. '75			\$305,000			36' C&L			..... '77			\$25,000		
50' FORCE 50			..... '78			\$129,000			36' COLUMBIA			..... '71			Let's talk		
49' CT			..... '86			\$209,000			36' ISLANDER			..... 2 from			\$29,000		
44' HARDEN			..... '78			\$115,000			36' WATKINS			..... '81			\$49,500		
43' HANS CHRISTIAN			.. '80			\$135,000			35' ERICSON			..... 2 from			\$31,000		
42' PEARSON 424			..... '80			\$118,500			35' NIAGARA			..... '81			\$67,000		
41' MORGAN			.....			\$61,500			33' HUNTER			..... '79			\$29,000		
39' WESTSAIL 11.8M			.....			\$115,000			33' MORGAN			..... '75			\$24,700		
38' ENDEAVOUR			..... '84			Call			32' FUJI			..... '77			\$39,900		
38' CABO RICO			..... '78			\$79,000			31' CHEOY LEE			..... 2 from			\$19,900		
37' ENDEAVOUR			..... '77			\$54,000			30' CAPE DORY M/S			.... '87			\$89,900		
37' FISHER			..... 2 from			\$80,000			30' CATALINA			..... '88			\$33,000		
37' HUNTER			..... '79			\$39,900			30' CATALINA			..... 2 from			\$16,900		
37' HUNTER LEGEND			.. '88			\$69,500			28' ISLANDER			..... '78			\$19,000		
37' O'DAY			..... '79			\$44,000			25' FISHER			..... '79			\$25,800		

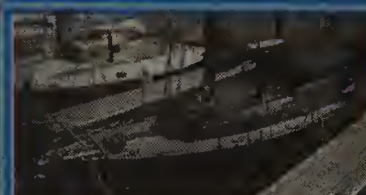
60' STEPHENS			..... '66			\$350,000		
56' FELLOWS & STEWART			.....			\$69,900		
53' HATTERAS			..... '79			\$345,000		
50' STEPHENS			..... '43			\$43,700		
49' ALBIN TRAWLER			..... '80			\$139,000		
46' CHRIS CRAFT			... 2 from			\$69,000		
44' LUHRS			..... '70			\$72,500		
42' CHRIS CRAFT			..... '69			\$62,000		
42' HATTERAS LR			.....			\$189,000		
41' PRESIDENT FDMY			. '81			\$95,000		
40' CHRIS CRAFT			..... '68			\$35,000		
32' UNIFLITE			..... '79			\$49,500		
30' TOLLYCRAFT			..... '72			\$28,500		
27' OWENS			..... '70			\$20,500		



BRISTOL 35.5. Ted Hood racer/cruiser. Roller furling, refrig., AP, Westerbeke dsl., Combi depth/knot/wind instrument. \$45,000.



38' CABO RICO, '79. Traditional full keel world cruiser. Exceptional quality and finish. \$79,000.



31' CHEOY LEE, '70. Classic Herreshoff design, full keel, gleaming green hull, diesel engine, newer rigging. \$19,900.



39' CAVALIER, '80. New Zealand-built, cruise equipped, beautiful Kauri wood interior. \$82,500.



44' HARDIN, '78. Watermaker, radar, GPS, AP, SSB, SL electric windlass, 8-mon liferaft. \$115,000.



49' CT CUTTER, '86. Immaculate & well equipped cruising cutter, with recently installed electronics. Teak decks. Dodger/enclosure. \$209,000.



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**40' SWIFT.** This one has it all. Go out the Gate and turn left!



**FAST 345.** Ron Holland performance cruiser. Fast and fun!



**CATALINA 34**  
Fast and fun. Great layout.



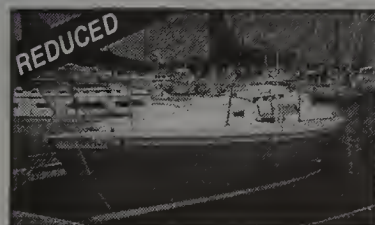
**33' HANS CHRISTIAN**  
Excellent condition, loaded w/ equip.



**33' HANKINSON**  
Been there, done that,  
ready to go again!



**GULFSTAR 43**  
Great cruiser by an excellent company.



**28' PEARSON**  
Owner said must sell now!!



**GOLDEN WAVE 42**  
Classy Robert Perry FAST cruiser.

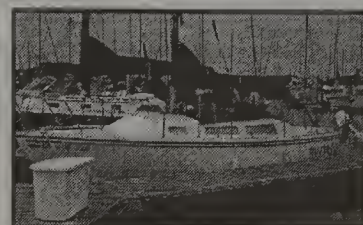
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**FREE SLIP:** First month free for new listings through the end of June.

**EXPERIENCE:** Strong sales and marketing. Positive, motivated professionals.

## TO SELL YOUR BOAT



**CATALINA 25**  
Great starter, pop-top, very clean.



**35' ERICSON**  
Diesel, RF, excellent condition.

### SELECTED SAIL LISTINGS

49' CT/Kaufman, '86 ... \$209,000  
46' Schooner, '80 ..... \$67,500  
43' Gulfstar, '76 ..... \$79,950  
42' Golden Wave, '82.. \$119,000  
39' Fairweather Mariner . \$129,000  
37' Flying Dutchman, '78 .. \$48,900

37' Hunter, '83 ..... \$43,000  
36' Allied, '78 ..... \$45,900  
35' Ericson, '78 ..... \$34,900  
35' Fast 345, '84 ..... \$36,500  
34' Shock, '86 ..... \$45,000  
34' Catalina, '89 ..... \$54,900

33' Hans Christian, '86 \$109,500  
33' Hankinsen (custom) \$49,950  
32' Dreadnought, '80 ..... \$79,000  
32' Beneteau 32 R/C, '84 .. \$39,900  
30' O'Day, '78 ..... \$19,950  
30' Catalina, '75 ..... \$19,500

28' Islndt Bahama, '83 .. \$21,900  
28' Pearson, '77 ..... \$12,900  
27' Coronado, '72 ..... \$7,995  
25' Catalina, '80 ..... \$9,900  
25' Cal 2-25, '78 ..... \$9,950

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to All the Others:  
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PICYA, ON YOUR  
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The Nelson family on their first boat, *Folly*. From left, Ken, Harold and Carl. The Nelson family has enjoyed sailing and working on boats for 33 years. We look forward to sailing with you on the Bay and serving you in the Boatyard during the 1996 season.

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